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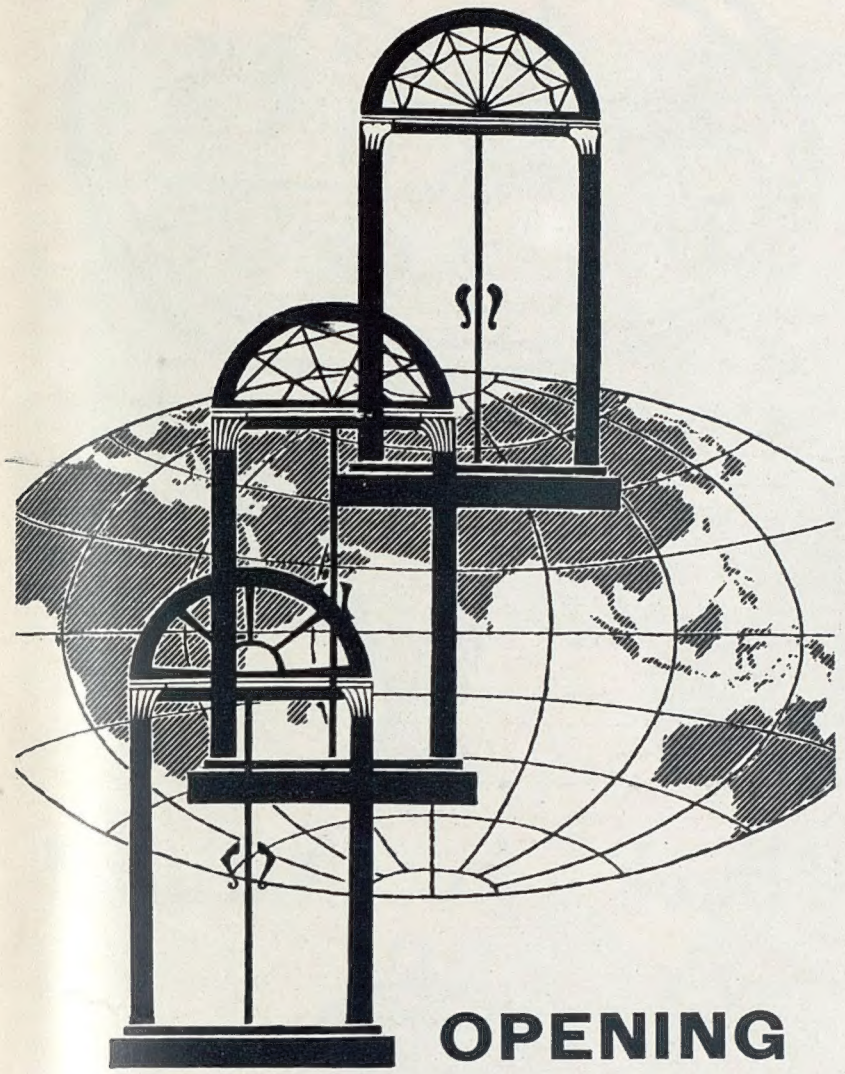

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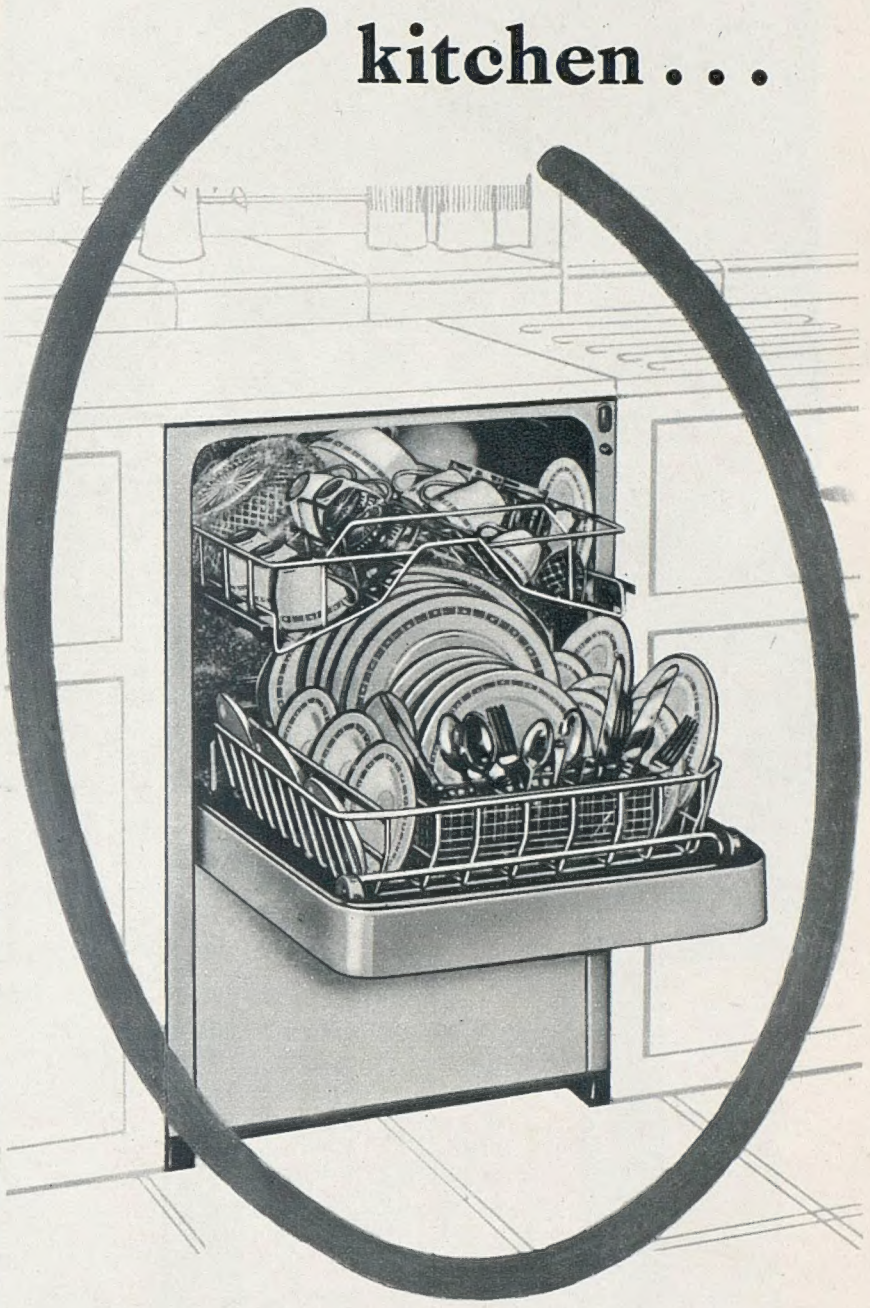

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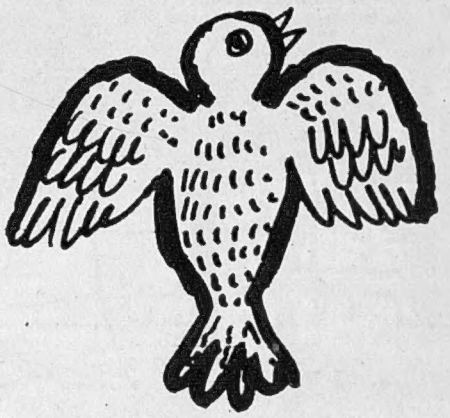

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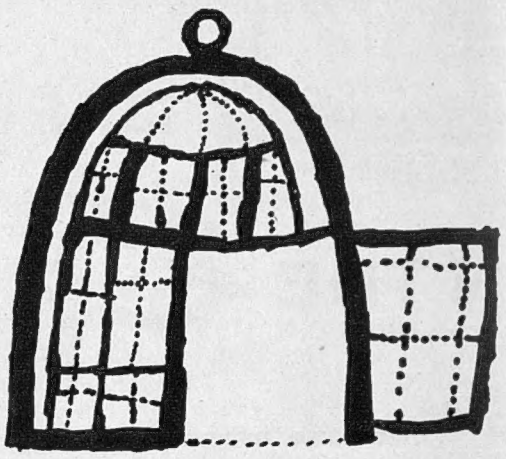

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Volume CCXLVIII No. 3219

THE SPHERE

LONDON, February 10, 1962

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With which are incorporated *The Graphic* and *Black & White*

CONGO PIMPERNEL

Major Lawson, a British officer of the Royal Tank Regiment, who is with the Nigerian Army serving in the U.N. force in Congo, pauses during a Press conference in Leopoldville. Recently Major Lawson flew twice to the troubled area of North Katanga where mutinous troops of the Congolese Army, which is fighting M. Tshombe's gendarmerie in the area, last month killed twenty-two priests. On his first trip to Kongolo, although unarmed, the Major rescued one survivor of the massacre. When he went back to the area, accompanied by a Nigerian officer, Major Nwawo, they were both beaten up by Katangese gendarmes and civilians, who believed them to be spies. They were released when it was understood they were trying to rescue priests. The Major believed all Europeans had been evacuated from the area

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NEWS SUMMARY

West Berlin recalls Danzig; another token strike in Britain; conferences and plans in Africa; Cuba's reaction to O.A.S. expulsion; Cabinet-making in Italy

INTERNATIONAL

At the time of going to press, the world had not ended, in spite of the prognostications of sages and astrologers in the Orient, who had forecast Doomsday for February 5 because of the conjunction of certain planets in Capricorn.

Politically, mankind was behaving much the same as usual at the start of the week. Various United States-Soviet exchanges of view were taking place. In **Washington** President Kennedy talked with Mr. Khrushchev's son-in-law, Mr. Alexei Adzhubei, the editor of *Izvestia*. In **Moscow** the conversations continued between Mr. Thompson, the U.S. Ambassador, and Mr. Gromyko, the Soviet Foreign Minister. A new Soviet proposal was advanced for West Berlin. This was that it should be made a " Free City " and become a member of the United Nations. The reaction of the Western Powers was cool and the unhappy fate of Danzig was recalled. By the Treaty of Versailles of 1919, Danzig was created a Free City under League of Nations protection. This did not prevent it from suffering years of Nazi agitation and eventual absorption into Hitler's Third Reich.

In **New York** the United Nations General Assembly passed a resolution calling on Portugal to hasten extensive reforms in Angola " with a view to transfer of power to the people." In favour: 99. Against: 2 (South Africa and Spain). Abstention: 1 (France).

Mr. Adzhubei, Mr. Khrushchev's son-in-law, is questioned by reporters in Washington

GREAT BRITAIN

Workers in the engineering and shipbuilding industries were instructed to stage a one-day strike last Monday in protest against the employers' rejection of their pay claim. (Some 3,000,000 people are employed in the two industries.) Leaders of the Confederation of Shipbuilding and Engineering Unions were to meet in **York** on February 8 to decide on further action.

However, Monday's one-day strike on the Underground in **London** failed to materialise. Nevertheless, the emergency plans for road traffic, drawn up after the chaos caused by the strike on the previous Monday, were operated in the morning. On the Southern Region of British Railways drivers who had been working to rule ended their campaign after negotiations opened between Dr. Beeching, Chairman of the British Transport Commission, and the railway unions.

After the pay pause ends on March 31, only " strictly limited increases in wages and salaries " should be envisaged, according to a White Paper published by the Treasury. As a complement to its income and wages policy, the Government considers restraint should continue on profits and dividends and requests the co-operation of all concerned.

AFRICA

The African Heads of State concluded their meeting at **Lagos,** agreeing to set up a standing committee of Finance Ministers to take first steps towards economic integration of member states. The Pan-African Freedom Movement of East and Central Africa was opened in **Addis Ababa** by the Ethiopian Emperor, Haile Selassie. The conference spent some time discussing South Africa, and decided to admit the African National Conference to membership, calling on members to give it full support in its struggle against Apartheid.

Attending the Addis Ababa conference was Mr. Kaunda, the leader of Northern Rhodesia's UNIP party, who was awaiting the announcement of the new constitution for **Northern Rhodesia.** Mr. Duncan Sandys was due to fly to the Rhodesian Federation to present this to Sir Roy Welensky, the Prime Minister. It was confidently reported in London that this constitution would follow the recommendations of the Monckton Commission and give power to Northern Rhodesia's Africans, thus abandoning the complex Macleod constitution of June last year. In **Southern Rhodesia,** Sir Edgar Whitehead's Government introduced a plan to repeal the Land Apportionment Act, which prevents Africans from buying land in certain areas.

While the **Congo** situation seemed generally to be improving, anarchy continued in North Katanga, Kasai and Kivu. Major Lawson, the British officer with the Nigerian U.N. force, evacuated three nuns and two priests from a mission in East Kasai and was reported to be returning for a fourth mercy errand (see previous page). The U.N. was moving troops into the area. They had been withdrawn during the Elisabethville fighting in December.

LATIN AMERICA

At the conference at **Punta del Este,** in Uruguay, a majority of the countries in the Organisation of American States voted to expel Cuba from the O.A.S. All the states except the offending Cuba agreed that the present regime of Dr. Castro was " incompatible with the principles and objectives " of the O.A.S. But the six countries who abstained from voting for the U.S.-sponsored expulsion measure represent over two-thirds of the people of Latin America. The six were Argentina, Bolivia, Brazil, Chile, Ecuador and Mexico.

Last weekend, President Kennedy announced an embargo on U.S. trade with Cuba. It was estimated the embargo would deprive Dr. Castro's Government of about £12,500,000 a year. There was a swift response in Cuba. Thousands of Cubans went to **Havana** for a protest rally addressed by Dr. Castro.

ITALY

In **Rome** last week, Signor Fanfani submitted his resignation as Premier. His outgoing Government was exclusively Christian Democrat although it enjoyed the support of three small parties of the centre—the Liberals, Social Democrats and Republicans. The Social Democrats announced in January they were withdrawing their support. At the conference in **Naples** of Signor Fanfani's Christian Democrats it was decided to form a new Centre-Left Government, with the support of the Left-wing Nenni Socialists. This is the long-canvassed " opening to the left." It was in order to implement this decision that Signor Fanfani tendered his resignation. He has been negotiating to form a new Government consisting of Christian Democrats, Social Democrats and Republicans.

NEW ZEALAND

Peter Snell, the New Zealand runner and Olympics 800-metres champion, made athletic history last weekend when, running on the grass track at **Christchurch,** he broke the world records for the 800 metres and 880 yards. A week previously, he had broken the world record for the mile (see picture on page 237). Peter Snell's new times for the 800 metres and 880 yards are 1 min. 44·3 secs. and 1 min. 45·1 secs., breaking the previous records by 1·4 secs. and 1·7 secs. respectively. The last athlete to hold these three world records simultaneously was Britain's Sidney Wooderson in 1938.

CORRECTION

In the News in Pictures on page 14 of *The Sphere* of January 6, a photograph was published of " Christmas Eve Riots in an Argentinian Prison." It should have stated it was a Brazilian prison for, as the caption reported, the photograph was taken in Rio de Janeiro.

THE NEWS IN PICTURES

SECURITY PRECAUTIONS IN PARIS AGAINST RIGHT-WING TERRORISTS

Armed security guards inspect the boot of a private car on the outskirts of Paris. Spot checks of this kind were instituted at night as a measure against the campaign of plastic bombs being carried out by the O.A.S. (the extreme Right-wing Secret Army Organisation) which is strongly opposed to President de Gaulle's Algerian policy. Last weekend security precautions in the French capital were still further intensified in view of the fact that on Monday night the President was to broadcast to the nation regarding the future of Algeria. On the same day the Algerian Nationalist Provisional Government was to meet in Tunis. It was believed discussion would centre on proposals reported to have been made by French representatives during secret talks with F.L.N. emissaries in Rome

ROBERT KENNEDY LEAVES ON A GOODWILL TOUR

A PRESENT FOR DR. SUKARNO

Far left: The U.S. Attorney General Robert Kennedy and his wife Ethel wave goodbye as they leave for a goodwill tour of six countries. The first country they visited was Japan, where they were welcomed by a crowd of about 1,000. They were also due to go to Thailand, Indonesia, Italy, the Netherlands and Germany. They were originally to have visited Iran, but this was cancelled at the last minute. The reason given was that the State Department felt that south-east Asia should not be omitted from the tour. In Teheran, which has recently been troubled by student riots, opposition circles took the cancellation to be a gesture of American disapproval of Dr. Amini's Government. However, Iran - U.S. relations seemed unlikely to be prejudiced

Left: Field-Marshal Abdel Hakim Amer, Vice-President and War Minister of the United Arab Republic (centre), presents a gift of silver vases and a silver salver to President Sukarno of Indonesia at a banquet given by Field-Marshal Amer in honour of President Sukarno in Jakarta. The Field-Marshal was on an eight-day visit to Indonesia

THE SHIP THAT WAS THROWN FROM THE SEA

CARNIVAL TIME FOR BIG HEADS IN MANCHESTER

Far left: The 450-ton boat *Steinbukk* from Bergen lies helpless on the rocks among the small islands on the Norwegian coast, waiting for suitable weather in which to be refloated. Gales and heavy seas last week lifted the *Steinbukk* bodily from the sea and cast her at the shore. No one was injured

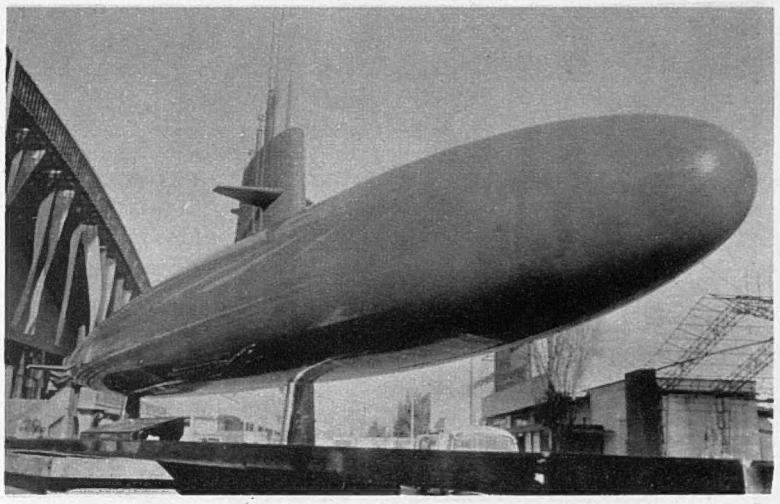
Left : A collection of grotesque papier mâché heads are seen at Ringway Airport, Manchester, after being unloaded. They are the celebrated "big heads" used in carnivals at Nice, on the French Riviera, and will be worn in the *Mardi Gras* carnival at Manchester on February 14. (For pictures of a carnival on the Italian Riviera, see pages 246 - 247)

RULER OF A MODERN SHANGRI-LA

The Mir of Hunza, ruler of a princely semi-autonomous state in Northern Kashmir, and his wife, are with Mr. John Eden, Conservative M.P. for Bournemouth West, and his wife, after luncheon at a London hotel. The Mir was on holiday in Britain. Hunza, in the Himalaya, has been described as a modern Shangri-La, with no police, prisons, newspapers or cars

PRINCESS SOPHIA OF GREECE IN LONDON

Far right: Princess Sophia of Greece is protected from the wintry weather as she arrives at London Airport at the start of a two-week private visit to Britain. Arriving with her last week were her fiancé, Don Juan Carlos, her sister, Princess Irene, and her mother, Queen Frederika. Princess Sophia and Don Juan Carlos are to be married in Athens on May 14



A GIGANTIC MODEL NUCLEAR SUBMARINE IN MILAN

Below right: The centrepiece of the 1962 Milan Nautical Exhibition is delivered at the grounds of the show. It is a model of a nuclear powered submarine. Over 300 exhibitors from many parts of the world sent models and demonstration equipment. Among the items on show was a model of the *Giuseppe Garibaldi*. The ship is the first Italian cruiser to be equipped with guided missiles

A HOUSING PROBLEM IN ROME

Far right: An Italian woman is lectured by one Italian soldier and handed her belongings by another during demonstrations on a new housing estate in the San Basilio quarter of Rome. The demonstrators were attempting to occupy blocks of flats assigned by the Italian Government to State employees. After a number of scuffles the demonstrators retired. Rome has a considerable number of homeless, many of whom attempt to establish squatters' rights in dilapidated shacks or uncompleted new buildings

THE BURIAL OF A NOTED SCULPTOR IN YUGOSLAVIA

The coffin containing the body of Ivan Mestrovic, the sculptor, is carried through the gates of the mausoleum which he himself had built near the village of Otavice, in Yugoslavia. Born in 1883 he was Croatian by birth and became the outstanding Yugoslav sculptor during the years between the two World Wars. In 1942 he went to the United States and eventually became an American citizen. He died last month at South Bend, in Indiana, where he had been Professor and Sculptor in residence at the University since 1955. It was his wish that he should be buried in Yugoslavia

HONOURING ROOSEVELT'S MEMORY

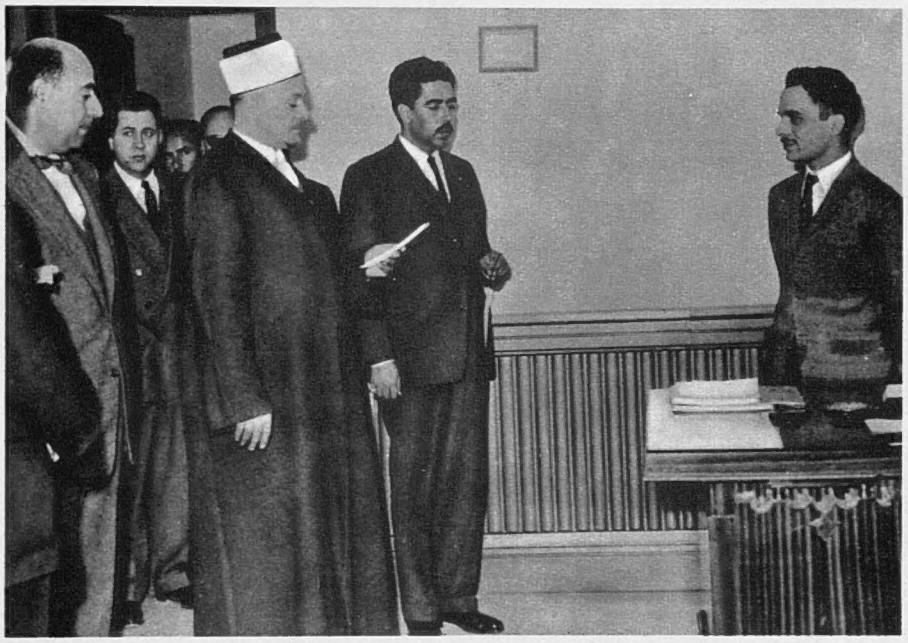
Far right: A crippled boy, Johnny Maguire, is wheeled to place a wreath on President Roosevelt's grave in Hyde Park, New York, on the day on which the great President would have celebrated his eightieth birthday. Behind stand his widow, Mrs. Eleanor Roosevelt, and Major-General Westmoreland, Superintendent of the U.S. Military Academy at West Point, who presented a wreath from President Kennedy. Roosevelt died suddenly on April 12, 1945

THE NEWS IN PICTURES

Heavily armed East German soldiers lay mines among the barbed wire barricades on the East German border near Lauenburg, about sixteen miles from Hamburg. It was believed the German Communist authorities were planning to lay mines over considerable areas of the border going up to Schleswig Holstein. In spite of such precautions, last week some refugees were continuing to make their way to the West. In Berlin another escape tunnel was found, under the tracks of the Wollankstrasse station. It was discovered when part of it caved in. The East Germans claimed that the tunnel had been built from the French Sector to East Berlin for " smuggling spies and saboteurs " into East Germany. A far more likely explanation was that it had been built as an East-West escape route. Earlier last month twenty-eight East Germans escaped to West Berlin through a tunnel dug from the cellar of a house in East Berlin which was close to the Communist wall

A MINEFIELD ON THE EAST GERMAN FRONTIER

In Amman, King Hussein of Jordan (extreme right) witnesses the swearing-in ceremony of the country's new Government, which is led by Wasfi Tal, second from right. Aged forty-eight, Wasfi Tal was previously Ambassador to Iraq. His new Government, which took office last week, is composed of members who are all Ministers for the first time. A few days later, King Hussein became a father with the birth of a son called Abdullah, after the King's grandfather, the founder of the Hashemite Kingdom of Jordan. King Hussein gave the infant the title of Crown Prince, and his wife, Muna al Husain, the British girl he married last May, the title of Her Royal Highness



KING HUSSEIN WATCHES JORDAN'S NEW CABINET BEING SWORN-IN

NASSER : HIS MARK

Far **right:** President Nasser of the United Arab Republic looks amused as his finger-print is fixed to the first family identity card issued to any U.A.R. national. Last week it was reported from Belgrade that President Tito of Yugoslavia was to visit Cairo privately as President Nasser's guest

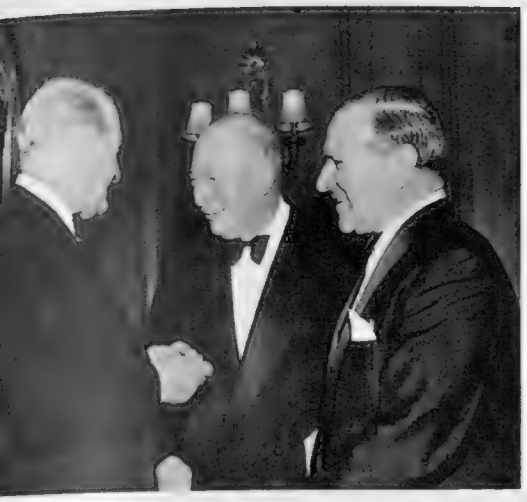
After the collapse of the three-power talks in Geneva on the discontinuance of nuclear weapon tests, Mr. Tsarapkin, the Chief Soviet Delegate, leaves the conference room. **Far right:** Mr. Stelle, the chief United States delegate, makes his departure. Britain, the other participant, was represented by Sir Michael Wright. The meetings broke down because of Russia's refusal to negotiate on the question of international control of a nuclear test ban. Mr. Tsarapkin alleged that the two Western powers had wanted to get " espionage facilities under the guise of international control." In view of the impossibility of any agreement being reached, Mr. Stelle, the Chairman of the day, adjourned the conference indefinitely. The talks in Geneva started in 1958

MR. TSARAPKIN (LEFT) LEAVES THE GENEVA TALKS

THE UNITED STATES CHIEF DELEGATE

The Duke of Edinburgh presents a banner to the Air Training Corps during a thanksgiving service on the twenty-first anniversary of the Corps at St. Clement Danes, London

PEOPLE IN BRITAIN



At the Australia Club's Australia Day dinner, in London, are Field-Marshal Lord Slim; the Duke of Gloucester; and Lieut.-General Mohammed Yousuf, the Pakistani High Commissioner

At Westminster Abbey, Dr. Ramsey stands with the newly-consecrated Suffragan Bishops of (left) Taunton, the Rt. Rev. F. H. West, and of Aston, the Rt. Rev. D. B. Porter

One of the last engagements of the Duke of Edinburgh before leaving earlier this week for his long and comprehensive tour of South America was to attend the service in the R.A.F.'s church, St. Clement Danes, commemorating the twenty-first anniversary of the Air Training Corps.

A striking figure in London is Sir Alexander Bustamente, the Opposition leader in Jamaica, who arrived in London to attend the Jamaica Constitutional Conference which opened last week. At London Airport, Sir Alexander declared: " My party led Jamaica out of the Federation, and I know we can go it alone economically. But the standard of living must and will be improved." (A picture of the Conference is on page 237.)

Mr. Macmillan survived a rather rough passage last weekend. When he went to Oxford to address the University Conservative Association, he was forced to struggle through booing crowds outside the debating hall. The Prime Minister eventually managed to make his speech and was received with loud applause.

On the same day Mr. Macmillan was attacked from another quarter. Sir Harry Legge-Bourke, a member of the executive of the 1922 Committee and chairman of the Conservative back-benchers' defence committee, speaking in his constituency of the Isle of Ely, criticised the Government for indecision, uncertainty and lack of direction and declared that the time was coming for the Premier to hand over to a younger man. (Mr. Macmillan celebrated his sixty-eighth birthday on February 10.)

Mr. Macmillan walks through the Oxford Union debating hall to address the University Conservative Association, after being prevented from entering for some minutes by undergraduates and supporters of the Campaign for Nuclear Disarmament

Sir Alexander Bustamente in London

Mr. Macmillan eventually manages to get into the debating hall

JOHN CONNELL

COMMONWEALTH OR COMMON MARKET?

Political and politico-economic panaceas have been peddled again and again in our history, whenever Britain has been ailing. It is as well that we should remind ourselves that no remedy is ever magically perfect, and that our road to this present moment in time is littered with empty medicine bottles and squeezed-out tubes of the most enthusiastically boosted ointments. Still spotty-faced and sick, we are limping along towards another booth whose barkers are already roaring and ranting away about the splendour of their new, guaranteed mystery cure-all—immediate entry into the European Economic Community. It is wrapped up in the most glossy and shapely of cartons; and the Lord Privy Seal and Lord Gladwyn are on hand, to recite at regular intervals, in accents of the utmost solemnity and self-confidence, testimonials to its restorative—or is the right word analgesic?—properties.

Arise, England, hurl away your crutches, leap into the health-giving stream (don't listen to the sourpusses who hint that it may be a backwater or even just a stagnant little puddle), and let the miracle begin . . . I wish I had this simple, shining faith, and were not one of the doubters. Is it faith, or is it a kind of anxious despair? Have we, I wonder, diagnosed what is really wrong with our country? We have realised that we are proper poorly, but do we know why? The generality of mankind, grouped into societies and nations, is subject to two main types of political and politico-economic diseases—those of growth and

M. Mart, of the European Coal and Steel Community, addresses directors and managers from all parts of British industry at a conference in London organised by the College of Production Technology on the effect of Britain's entry into the Common Market

those of decline; I admit an apparent third category, that of rigidity, of hardening of the arteries, but I suspect that this, too, is really a malady of decline.

The sickness of the phase of growth was once described with accuracy—by a poet, of course, rather than by a politician or an economist: " The imagination of a boy is healthy, and the mature imagination of a man is healthy; but there is a space of life between, in which the soul is in a ferment, the character undecided, the way of life uncertain, the ambition thick-sighted."

Is this diagnosis of adolescence's troubles, made by that semi-qualified non-union chemists' assistant, John Keats, applicable to our country now? Are we, in fact, suffering from youth's growing pains? Or is the society which our ancestors created beginning to crack up, with all the aches and the angst of advancing senility?

Britain is far from healthy. This fact must be conceded, and not all Lord Beaverbrook's brave boyos whistling against the wind can, alas, convince any sane and receptive observer otherwise; and it is a moral sickness which has infected our political, economic and social life. In cause and in effect the first Monday of the London Underground workers' " unofficial " strike was as symbolical as it was symptomatic. While a vast welter of road traffic ground itself to a fume-laden halt, in as near total chaos as has ever been seen, in Parliament the Opposition vehemently denounced the Government for having deliberately produced the mess that swirled to and fro outside and on the threshold of the Palace of Westminster itself; and the Government, with the prim, complacent expression of a spinster who has lately gone berserk with a meat-chopper, said that, on the contrary, everything was going ever so naicely thank you.

During the same demented evening one or two smooth characters, who have the courage to admit that they support the pay-pause, were confronted, on television, by groups of angry voters from the railways, the mines and the Post Office; and Sir Miles Thomas' mild suggestion that the Chancellor, in remitting surtax, was not simply giving £80,000,000 to those who have had to pay this grim impost was drowned in mocking laughter. And later, but before the last weary traveller had, by ways unfamiliar, reached his homely bourne, the leader of the day's " unofficial " strike told a journalist; " I can't help about the public having to suffer."

What kind of country are we? Are these the manifestations of adolescence or of old age? Those surely are the first questions which we should strive to answer—those of us who have our doubts and our hesitations as well as the advocates of entry into the Common Market. As a corollary we must recognise that our way of life is changing, rapidly and irrevocably. It is a melancholy thought—but quite unavoidable—that the next Commonwealth Prime Ministers' conference at Ottawa, the first to be held outside the United Kingdom, is also likely to be the last. How much longer the loyalties which linked the nations of the old, unexpanded Commonwealth are going to endure is anyone's sombre guess; and that is a quiz-game I, for one, have no heart to enter.

We must face facts, say the advocates of the E.E.C.; it is all a matter of economics. Does this in fact mean that we are committing ourselves, as a nation and as individuals, to the proposition that it is necessary to maintain our Affluent Society Welfare State comfort at any cost—to others—and that, if therefore our brothers and old friends suffer, it is no concern of ours? Stripped of the elegant but confusing terminology in which it is habitually surrounded, surely this is the philosophy of the " unofficial " strike, of " I can't help it if the public suffer," of " I 'm all right, Jack " and " Well, you 've got to look after Number One sometime." Have we accustomed ourselves to accepting these not very edifying ideas as maxims of conduct in personal, national and international relations?

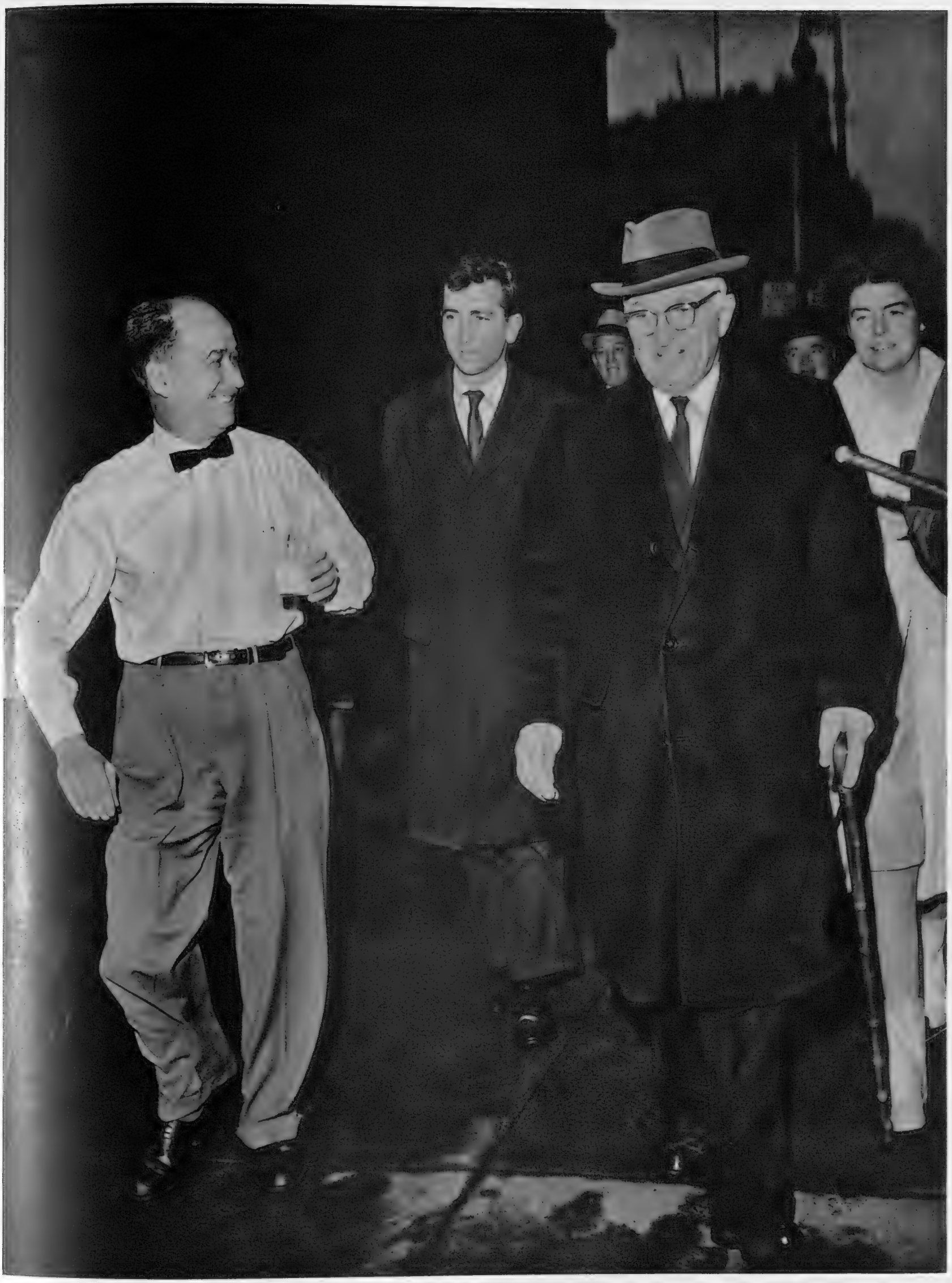
If so, I cannot but believe that we are heading for shocks and sorrow. Is full membership of E.E.C. compatible with the retention of Commonwealth ties and obligations? The Finance Ministers of all the Commonwealth countries made it clear that they were far from thinking it was, when they met in Accra last year. Mr. Menzies, Mr. Holyoake, Mr. Diefenbaker and Sir Roy Welensky have all expressed grave doubts and uttered grave warnings. They, of course, are at the receiving end and are doubtless prejudiced. But also they and their countries have given much to Britain, and for Britain, in the past. Nobody can work out—and in my view it would be infamous to attempt—an " objective " profit-and-loss account of Commonwealth relationships; the Commonwealth has never been conceived in those terms.

Are we really ready to jettison the proved reality of those relationships for the hazards—and they are hazards, Lord Gladwyn's bland protestations notwithstanding—of the E.E.C.? There is one leading member of the E.E.C. with whom we have equally deep and meaningful ties—France. But France is the most prickly, the most reluctant and the most suspicious of all our possible future associates, and in many ways the least enthusiastic.

Enthusiasm burns most brightly in Western Germany. But can anyone seriously hold that strong, virtually irrevocable links with Western Germany, including a sharing of sovereignty, are desirable, decorous, or even suitable substitutes for Commonwealth loyalties? To acquit the new Germany of the sins and the squalors of the old Germany is one matter; but need we nestle up to the Germans with this eager, confiding air? Are some of us at least not justified in a measure of reserve, verging (speaking for myself) on nausea at the more extravagant exhibitions of cordiality? What have our brothers and our kinsfolk done—or left undone—that to them we should openly prefer these smug, sly, arrogant " new " Germans?

One of the many lucid exponents of faith in the Common Market wrote last week: " If the Government's negotiations succeed, Britain will be gaining, in exchange for submitting some areas of policy to common decision, a powerful voice in the guidance of an immensely powerful community." I hope I shall be forgiven—but I gravely doubt if I shall be—if I say that that is as fine a piece of high-level gobbledegook as I have read since John Foster Dulles was in his heyday. Have the French ever been " guided " by the British? Have the Germans? And indeed are we (on present form) immensely reliable as guides, for ourselves, let alone other nations?

For this highly problematical privilege of guidance, are we to exchange our deep loyalties and our plain, strong responsibilities within our own family? At the Tory Party Conference last October, Mr. Duncan Sandys, the Secretary of State for Commonwealth Relations, declared that if, as a result of our adherence to the Rome Treaty, the Commonwealth were to break up, he would quit public life. This is a solemn pledge, and will doubtless be respected. But I am one of those who think that the Government has the duty—before taking the irrevocable decision to enter the European Economic Community—of going to the country and asking for a mandate. Shocked voices have clamoured that such an action would break the Conservative (and/or the Labour) Party in sunder. Calamitous as that might be, I think it is preferable to destroying the Commonwealth and making a failure of membership of E.E.C., neither of which possibilities has been, as yet, faced.



In cold, rainy weather in New York, ex-President Harry Truman takes his accustomed daily walk and is offered a glass of milk by an enterprising restaurant-owner. The ex-President was making one of his infrequent visits to New York, for a round of speeches and public engagements. Although seventy-eight in May, he is still an influential and controversial figure in American politics. His pungent comments often make headlines. Mr. Truman, who now lives at Independence, Missouri, is one of three ex-Presidents of the United States still alive. The others are General Eisenhower and Herbert Hoover, President 1929-1933

MR. TRUMAN TAKES HIS CONSTITUTIONAL

b

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

A TESTING TIME FOR THE COMMONS. Parliament resumed the Session three weeks ago with every expectation of it proving stormy. If the eruptions of Berlin and the Congo had then temporarily died down, no one supposes they are extinct volcanoes. These are not matters solved *ambulando*. There are plenty of other explosive issues to keep the Opposition on its feet and to harass the Ministers—the Common Market, smallpox and immigration, the pay pause, estimate cuts and increases, wrangles over the guillotine and a score of little irritations. All of which will provide Mr. Macmillan's more gingery supporters and the Opposition with opportunities to come about him like gadflies. It may well be that the present Session will prove to be a testing-time not only for the Government but for the House of Commons as an institution. In the past year an "enlightened" electorate has begun to ask whether the Commons are not turning themselves into a time-wasting and money-wasting arena of party warfare, devoting valuable time for debating vital issues to squabbling over points of order and tactical supplementaries. Certain it is that the House of Lords has surprisingly gained kudos for sense and realism and relevance at the expense of the Commons in recent months. The nation—or that part of it which can see the national wood as a whole and not merely party-political trees—has grown bored with the principle that it is the duty of an Opposition to oppose, though that principle in our Parliamentary system is sound enough still where an Opposition has clear and unanimous views on what is good and what is bad for the nation. The present Opposition has not been conspicuous in that essential clarity and unanimity. Therefore, before the Session ends, it may occur to those in power and to those who clamour for power alike, so to order the arena in which they break their lances and may win their spurs that it once more attracts the public and offers a worthwhile show. For if, as has been said, it costs the taxpayer something in the nature of £1,000 an hour to "run" that House, Members should not be surprised if many taxpayers in the electorate are disgusted at the time wasted (at £17 a minute) in party antics and guerilla warfare. Here is an economy which the House could bring about and, in its own interest as well as ours, it should.

The Queen celebrated the tenth anniversary of her accession to the Throne, on February 6. She is seen here after her Coronation on June 2 1953, driving back to Buckingham Palace

GORDONSTOUN. Many years ago, when Dr. Hahn was still headmaster of Gordonstoun, he was good enough to show me over the school and afterwards to enlarge in detail on his system of public school education which had proved so successful in Germany. In the curriculum, alike in classrooms and playgrounds, the emphasis has always been on character building over scholastic successes, though even then the school was well equipped for technological education no less than general. Of the features I saw, those which remain most clearly in my memory were the austerity of one of the long dormitories in the old mansion of the Gordons of Gordonstown (as it was then spelt) which the Gordon-Cummings inherited, with its innumerable tiers of rack beds, a great gallery large enough indeed to be airy, large enough to be chilly. Next, the high wall over which every boy was compelled to swarm two or three times a week, and the cable stretched over the wide oblong pond, across which every boy must manhandle himself. He told me how many a nervous little boy had remained suspended in sheer terror *in media res*, only to be given confidence at last by encouragement from the bank and given determination to try again, at once. I went over the school vessel which takes senior boys on northern voyages, and heard how the school assists the Coastguards.

PRINCE PHILIP'S REPORT. Then I remember Dr. Hahn showed me Prince Philip's last report and I was greatly intrigued by the eight or ten items on which he had been marked. I do not recall how many were "common-form" (mathematics, history, Latin, and so on), but one of them was "resistance to mockery" and Prince Philip got high marks for it. The head of the school ("the senior prefect"), either just before or just after Prince Philip attained that position, was the son of a crofter from the isles. Of course the school is much altered in comfort and amenity since I saw it. It now has 400 boys. Eton has nearly 1,200, including eighty-five new boys, of whom the *Telegraph* found five (with titles) worth a mention. Gordonstoun, with the heir to the throne in prospect, will soon be able to cancel out these Eton V.I.P.'s. I commend the Queen's and Prince Philip's choice. Gordonstoun is off the beaten track and snoopers and photographers can be kept at bay in reason.

"SAY NOT THE STRUGGLE. . . ." Arthur Hugh Clough died a century ago and now Lady Chorley has written a definitive biography of him. He was not, of course, in the front rank of poets but he was no poetaster. He has never been neglected—Churchill, in the last war, saw to that; Clough's letters have been published and his poetry assessed seriously. I cannot feel that his latest biography justifies the criticism: "Poor Clough had no luck. Other men overcome their circumstances," implying that he did not. How the devil can we tell? Every year sees the publication of biographies of men and women whom none would claim to be in the front rank of their professions and neither biographer nor critic is entitled to dismiss them as failures. It is true that Clough's "circumstances"—family life, education, and so on—were no harsher than many men have overcome, but who is to say of a dead man they never saw that he did not overcome his circumstances? One cannot prove to one's satisfaction that a man was not in the front rank and then condemn him for not turning out front-rank work. If Clough did not turn his talent, such as it was, to good account, why does no self-respecting national

One of the highlights of the sovereign's year is Trooping the Colour. This picture of the Queen taking the salute at Buckingham Palace will be on show in an exhibition of aspects of life in the Scots Guards to be held at Ilford House in London from February 20

A view of *Bloodhound*, the 34-ton ocean racing yawl which the Queen and the Duke of Edinburgh have bought to replace *Bluebottle*. *Bloodhound*, built in 1936, was designed by the late Charles Nicholson. *Bluebottle* is to be lent to R.N.C. Dartmouth

anthology of poetry neglect to include him? His life was lived in a long era of assured peace, yet it was given him to write a poem, woven of a string of platitudes, which heartened a nation in times of stress of which his generation could never have dreamed. The mental and spiritual struggles of his day were no doubt, and must always be, individually as sharp as ours today, and who so rash as to assume that in his case "the main" never came and never will come "flooding in"? "Poor Clough had no luck." He had the luck and the pluck and the ability to outlast and outshine some of his great contemporaries, and to leave a memorial *aere perennius*. Gray did no more. Living as I do in a charming and admirably arranged house, built by his son, I take pleasure in striking a blow for A. H. C.

NEW CARPET. There was an echo of a famous Savoyard quarrel when Dame Irene Ward (playing Gilbert) accused Lord John Hope (Carte) with extravagance in replacing a perfectly good carpet with a new light green one in the Chamber. In the present economic situation it was unnecessary extravagance. Women, she said, are much more economical than men. Mr. Brooke, pruner of extravagance, does not accept that comparison. He argued that the public of both sexes are "all in it together" and that pressure to spend comes not from a profligate Government but from the public, the Press and Parliament, all of whom cry out against expenditure which does not benefit them and clamour for it where it even indirectly may do so—more roads, more schools, more hospital benefits and so on. This may be true. All the same, if we acquit the Government of being profligate, the charge remains that it is a little weak in resisting pressure to spend on smaller matters obviously not calculated to benefit the nation as a whole; and curiously backward in setting an example of restraint from the top in a grave economic crisis. For if the crisis is as grave as the Government sometimes asserts, one might reasonably expect a judicious "pause" in expending smaller sums of public money on mere aggrandisement of the Establishment.

A GOVERNMENT FAILURE. After all, the bulk of the "workers" are not accepting the Chancellor's pay-pause with resignation, and the more he stresses the urgency for restraint, the more logic there is in criticising the Government's failure to set an example from the top in curbing lesser extravagances. For example, does the Government really need yet another palace in which to entertain V.I.P.s? It already possesses several London palaces and country houses for those showy purposes. And if the old carpet in the chamber had been allowed to do duty (shabbier but still serviceable) for two years more, at least the taxpayer would conclude that the Government had some sense of urgency and of the need for setting an example. But Mr. Macmillan's fireside chat on TV seemed to reveal no such anxiety. Nothing to worry about, just a little bit of luck, a little bit more work, and our "free society" would become more affluent than ever. "Free" is the *mot juste* and I think the phrase is as overworked as "never had it so good" and "wind of change."

PLUS CA CHANGE—A CORRECTIVE. No doubt the Old Stagers of journalism and the Clubs are rather prone to Jeremiads about the evil times they live in, and perhaps our Premier is in the right of it in maintaining the easy, calm confidence he adopts in his fireside chats to the nation. Here follows a quotation from one of Horace Walpole's letters written in the early 1780's. It is apt enough to this year of grace and I am prepared to concede a *touché*: ". . . Have any of our calamities corrected us? Are we not revelling on the brink of the precipice? Does administration grow more sage, or desire that we should grow more sober? . . . Would not one think that our newspapers were penned by boys just come from school for the information of their sisters and cousins? . . . We are monkeys in conduct, and as clumsy as bears when we try to gambol. . . . I have outlived almost all the world with which I was acquainted, and have no curiosity about the next generation, scarce more than about the XXth century. I wish I was less indifferent, for the sake of the few with whom I correspond. . . . But though our sedentary politicians write abundance of letters in the newspapers, full of plans of public spirit, I doubt the nation is not sober enough to set about its own work in earnest. When none reform themselves, little good is to be expected. We see by the excess of highwaymen how far evils will go before any attempt is made to cure them. I am sure, from the magnitude of this inconvenience, that I am not talking merely like an old man. I have lived here above thirty years, and used to go everywhere round at all hours of the night without any precaution. I cannot now stir a mile from my own house after sunset without one or two servants with blunderbusses. I am not surprised your lordship's pheasants were stolen. News are the soul of letters; when we give them a body of our own invention, it is as unlike to life as a statue. I have withdrawn so much from the world that the newspapers know everything before me, especially since they have usurped the province of telling everything, private as well as public."

THE OLD STAGER

LIGHT IN THE PIAZZA—In a scene from the M.G.M. version of Elizabeth Jenkins' novel, Margaret Johnson (Olivia de Havilland) hurries her daughter Clara (Yvette Mimieux) across a busy street in Florence. The film is due in London this spring

THE ROMAN SPRING OF MRS. STONE—Karen Stone (Vivien Leigh), the fading actress, and Paolo (Warren Beatty), with whom she falls in love, in a scene from the Warner Brothers version of Tennessee Williams' novel. At the Warner from February 15

ENTERTAINMENT

FILM OF THE BOOK

Considerably more often than not the words "from the best-selling novel by . . ." can be descried lurking among the credits for a film. Nearly all Hollywood films have their genesis in a novel or play and Hollywood producers nowadays read novels in galley proof stage. There are bizarre stories of the producer who got the best-selling novelist to write a novel, based on a plot suggested by him, so that he could then buy the rights and make his picture. In films coming to the West End, the trend to novels is easily seen. Undoubtedly the test-case is Henry King's version of Scott Fitzgerald's *Tender is the Night*, shot in colour on locations in the South of France and Zurich. The film, which has a very considerable performance by Jason Robards Jnr. as Dick Diver, is a reverential and long version of the novel. It captures nearly all of the plot, some of the gaiety undermined by sadness of the twenties, and almost none of the professional precision of Fitzgerald's writing. Its story of a psychiatrist, who cures and marries a rich patient and then is trapped by "the tyranny of the sick," sounds at times as if it came from a novelette.

This is true also of Guy Green's version of Elizabeth Jenkins' novel *Light in the Piazza*, a romantic story of an American matron and her daughter on holiday in Florence. The daughter is a beautiful 26 with the mental age of 14, since she was kicked on the head by a horse. She falls in love with a young Italian and there is the plot. Italy turns up again as the setting for the screen version of Tennessee Williams' *The Roman Spring of Mrs. Stone*, the story of a fading actress and a young gigolo in the high life of Rome. It is a somewhat odd film, notable for the performances by Vivien Leigh and Lotte Lenya. In contrast to these films with their accent on "romance," there is a wave of new British films. Here life is grey and sometimes grim, humour is sharp and uncompromising, and the settings are the Provinces. One might mention *A Kind of Loving*, from the novel by Stan Barstow, shot on locations round Manchester, or *Term of Trial*, a novel of a provincial schoolmaster involved with a pretty pupil. **J.W.**

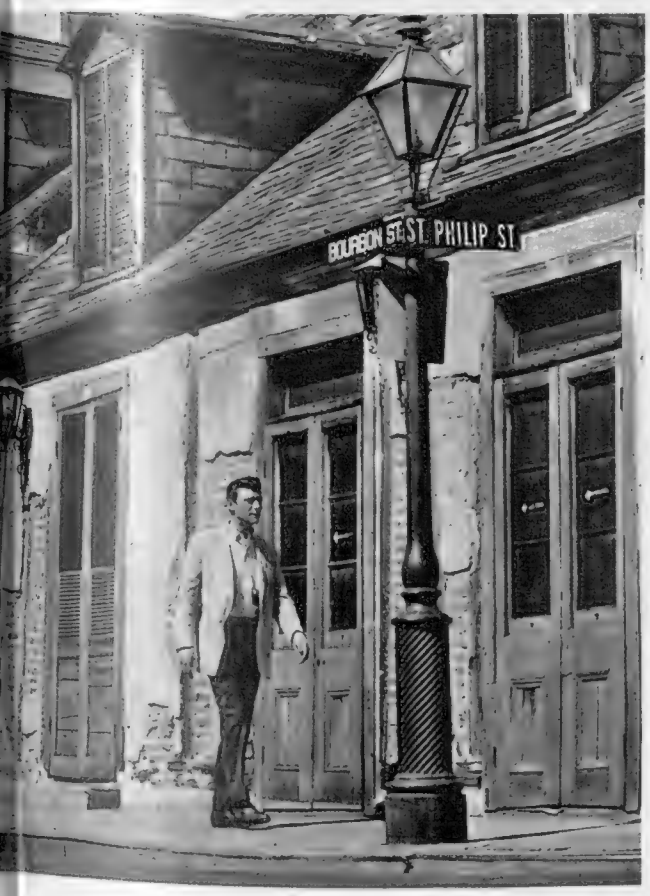
MUTINY ON THE BOUNTY—M.G.M.'s lavish remake stars Marlon Brando in the role of Fletcher Christian

WALK ON THE WILD SIDE—Dove Linkhorn Orleans in a scene from the Columbia version

TERM OF TRIAL—Laurence Olivier plays Graham Weir, a North of England schoolmaster, in the film version of James Barlow's novel. Here the schoolmaster faces two pupils—Mitchell (Terence Stamp) and Shirley (Sarah Miles)

THE FOUR HORSEMEN OF THE APOCALYPSE—Glenn Ford and Ingrid Thulin star in the M.G.M. remake of Ibanez's wildly romantic and hugely popular novel

TENDER IS THE NIGHT—Dick Diver (Jason Robards jun.) embraces Nicole (Jennifer Jones) in a Zurich street. The Twentieth Century-Fox version of Scott Fitzgerald's novel is directed by Henry King and has its premiere at the Carlton on Thursday, February 8



Texas farmboy (Laurence Harvey), walks along Bourbon Street in New Nelson Algren's novel. The film should be seen in London this spring

At one of the parties for which the rich, expatriate American Divers are famous, Dick Diver (centre) dances the Charleston with Rosemary Hoyt (Jill St. John) on the terrace of the Divers' home on the French Riviera

THE VOICE OF THE COMMON

THE KASHMIR DISPUTE

Jammu and Kashmir lie in the north of the Indian-Pakistani sub-continent and is bounded on two of its borders by India and Pakistan respectively. In area 86,000 square miles (only slightly smaller than the United Kingdom), it has a population of probably 5,000,000, with a preponderance of Muslims over Hindus. When Britain handed over power in 1947, the then ruler opted to join India but his right to do this was disputed by Pakistan. Both sides occupied areas of the territory. The matter was referred to the United Nations, but no solution has been achieved to date by successive United Nations Commissioners. Last month Pakistan asked for an early meeting of the Security Council to consider the Kashmir situation. The Indian Government's reply was to ask the Security Council to refuse to entertain the request. The views of both countries are printed below.

INDIA

" During the last tumultuous years, India has shown every indulgence and consideration to Pakistan. It was hoped that she would settle down as a good neighbour and India would have neighbourly relations on a normal international pattern. Instead, India has been used as a convenient whipping-boy and as a handy instrument for maintaining shaky Pakistan Governments in power. Pakistan continues to occupy nearly half of the Indian Union territory of Jammu and Kashmir which she took by force and which she continues to hold by violence in defiance of the provision of the United Nations Commission for India and Pakistan (UNCIP) resolutions and the obligations undertaken by her to withdraw her regulars and irregulars from the State. Pakistan should vacate this aggression on Indian territory and facilitate the establishment of peaceful relations between the two countries."

These words are contained in a booklet entitled *Kashmir and the United Nations*, which was issued by the External Publicity Division of the Ministry of External Affairs of the Government of India late last month. It states clearly the rights of India and the falseness of the claims of Pakistan to continue to hold by violence half of the Indian Union territory of Jammu and Kashmir in defiance of UNCIP resolutions. " India is prepared to be patient and tolerant and not resort to force to remove Pakistani aggression. But it is obvious that there is a limit to patience and tolerance."

Pakistan has continually violated U.N. Security Council and UNCIP resolutions. These violations include:

(1) Presence of Pakistani forces and personnel in Kashmir;
(2) Dispatch of additional military equipment into the territory and construction of airfields there which could be bases for attack against India;
(3) Incorporation of the occupied area of Jammu and Kashmir into Pakistan.

The booklet points out that the Pakistani Government claims to be fighting for the Kashmiris' right of self-determination, yet the people of Pakistan themselves are denied self-determination. " Determined not to be held to ransom by the aggressor, the people of Kashmir, except those held in subjection by Pakistan, have gone ahead, convened a Constituent Assembly of elected members, framed a democratic constitution, reaffirmed their constitutional relationship with India, and drawn up a programme of social reforms and economic development which is changing the face of this Indian State."

A general view of Srinagar, the summer capital of Indian-occupied Kashmir. The win

In this context it is worth recalling some words used by Mr. Nehru when speaking at Srinagar, in Kashmir, on July 19 last year. India's Prime Minister said: " Sometimes certain people utter the word ' plebiscite ' as if it is a magic word. I have seen this slogan printed on certain posters in Srinagar. There is some sort of Plebiscite Front also. I wish to know what is all this fun? Are these men joking with the people? Plebiscite! What more plebiscite do they want? I have told you their army has stayed on for ten years and they have not yet vacated, although they had promised to do so. Shall we go on waiting for a hundred years for them to do anything at their leisure and then only we should do something? This is nonsense—utter nonsense! "

K. H. Kurshid (right) is sworn-in as President of Azad (Free) Kashmir, as the Pakistani-occupied part of the disputed territory is called. **Right:** Karan Singh, who is the Governor of the Indian State of Kashmir, is seen with his wife and daughter

PAKISTAN

The dispute over Kashmir between India and Pakistan arose when Indian troops occupied the territory of Jammu and Kashmir on the ground that the Maharaja had signed an instrument of accession to India. This occupation contravened the principle of self-determination which brought independence to India and Pakistan, and in the name of which India forcibly occupied Hyderabad and Junagadh. In these two cases the wishes of the respective rulers not to accede to India were trampled underfoot.

The Kashmir question was referred to the United Nations Security Council by India in January 1948, when Pakistan filed a counter-complaint. Since then the question has been on the agenda of the

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

WEALTH

apital of the province is the town of Jammu

Mr. Manley, Prime Minister of Jamaica, is seen with Mr. Maudling, the Colonial Secretary, and Mr. Sangster, the Deputy Leader of the Jamaican Opposition, at Lancaster House, London, at the start of the Constitutional Conference to discuss arrangements for Jamaica's independence. On arrival in London Mr. Manley spoke of a plan for a " tough entrenchment " of democracy to be written into a new constitution. He also said that there had been some discussion in Jamaica of August 1, the anniversary of the abolition of Jamaican slavery 124 years ago, as a possible date for the island's independence

New Zealand athlete Peter Snell breasts the tape to win the mile race at a meeting in New Plymouth, New Zealand, in a new world record time of 3 mins. 54.4 secs. The previous record of 3 mins. 54.5 secs. had been held for three years by the Australian, Herb Elliott

Security Council. A succession of debates in the Security Council have produced a series of resolutions. A Commission was appointed in 1948 which formulated the basis of a solution. This is contained in UNCIP resolutions of August 13, 1948, and January 5, 1949. It envisaged a solution in three steps: (1) cease fire; (2) demilitarisation; (3) a plebiscite by the people of Kashmir in exercise of their right of self-determination to decide whether they would join India or Pakistan. A cease-fire agreement became effective on January 1, 1949, and on July 27, 1949, a cease-fire line was agreed upon. But the following two steps of demilitarisation and plebiscite were not reached due to India's failure to agree to any reasonable programme of demilitarisation.

During the thirteen years while the Kashmir dispute has been on the agenda of the Security Council, on fourteen different occasions various proposals have been made by neutral third parties with a view to breaking the deadlock. On every single one of these occasions Pakistan has accepted and India rejected the proposals. The last such occasion was in the opening month of 1958. In the pursuance of the Security Council resolution of December 1957, Dr. Frank P. Graham, the United Nations representative for India and Pakistan, visited the two countries and held talks with the respective Governments between January 12 and February 15, 1958.

He made five proposals including interpretation of concrete provisions for a plebiscite embodied in the UNCIP resolution and a meeting of the two Prime Ministers under the auspices of the United Nations representative. One of the proposals envisaged the possibility of replacing Pakistani forces with those of the United Nations. Pakistan accepted all the proposals, which India rejected. The last Graham report was submitted on March 8, 1958, but there has so far been no formal session of the Security Council to discuss it.

During the years that have intervened between the last resolutions of the Security Council and the present time, Pakistan has made repeated efforts to have direct negotiations with India on a reasonably realistic basis, but these have been fruitless. India has given indirect indication of willingness to negotiate on the basis of the existing cease-fire line. But Pakistan is unable to accept this for the following reasons (1) the existing cease-fire line is merely the accidental line at which the two armies happened to be when fighting was stopped; (2) it is not a rational line drawn on economic, strategic or political considerations; (3) it completely ignores the Kashmiri people's right of self-determination—a right which has been guaranteed by the resolutions of the Security Council. Any negotiation which ignores this right would be against the Charter of the United Nations.

In view of this attitude on the part of India, Pakistan saw no prospect of fruitful direct negotiations on the Kashmir problem. Accordingly, Pakistan has asked for a meeting of the Security Council as soon as possible to resume consideration of the question. Pakistan expects the Security Council to direct the United Nations representative for India and Pakistan to bring his report up to date and to indicate his own views on what needs to be done by India and by Pakistan respectively to comply with the relevant resolutions of the Security Council. Unless the Security Council succeeds in breaking the deadlock, tension between India and Pakistan will continue to undermine the stability of the region and the success of both India and Pakistan in the mighty task of economic development.

YEAR OF THE TIGER?

In Pekin, Mao Tse-tung (right), Chairman of the Chinese Communist Party, shakes hands with Mr. Kellasi, the Albanian Deputy Premier and head of an economic delegation to China

Each year in China has a name. Last year was the Year of the Ox. The new year, which started last Monday, is the Year of the Tiger. In the coming months one can anticipate China's behaviour may be tiger-like on a variety of matters, and there is sure to be much snarling and showing of claws in the Chinese Communists' ideological dispute with the Russians, which may have repercussions in Hong Kong and Macao.

A curious aspect of the controversy is that Moscow and Pekin have rarely attacked each other directly. They vent their spleen on other countries, but there is never any doubt who is really being attacked. The Soviet propagandists thunder at the Albanians, but everything that is said could equally well apply to the Chinese. The Chinese go for Communism's "Third Force," Tito's Yugoslavia, but frequently it is plain that the remarks are intended for Khrushchev and his supporters in the Kremlin. Albania enjoys the best of both worlds, abetting the Chinese against Yugoslavia and denouncing, by name, Khrushchev and his group for putting "peaceful coexistence" before "the struggle against colonialism and capitalism."

The Russo-Albanian rift grew wider last month when a trade and economic agreement was signed between Albania and China, in Pekin. The Albanian delegation was given the warmest of welcomes by the Chinese Communist leaders, including Mao Tse-tung, himself. According to Albanian sources "colossal assistance" was granted. Some reports stated that a joint Albanian-Chinese shipping company had been established. The Chinese praised the Albanian Communists for their "correct leadership." In return, newspapers in Albania eulogised the Pekin Government, writing of "foiling and annihilating" the Soviet "revisionist economic blockade." The Chinese help came when Russia and its European satellites had withdrawn their aid to Albania.

Neighbours of China—a street scene in Macao, the Portuguese territory
street on laundry day in Britain's Hong Kong, another of the small remai
feature of Macao is the façade, all that remains, of the seventeenth-cent

an agreement granting Chinese aid to Albania, Li Hsien-nien, the Chinese Deputy Premier, shakes hands with Mr. Kellasi, to the applause of both delegations to the talks

he Canton River. **Left:** A Chinese European colonies. **Right:** A striking athedral. Across the river is China

BRIAN VESEY-FITZGERALD

SKATING, SLIDING AND TIN TRAYS

When the great fenne or Moore which watreth the walls of the Citie upon the Northside is frozen, many young men ply upon the yce; some striding as wide as they may, doe slide swiftly; others make themselves seates of ice, as great as milstones; one sits downe, many hand in hand doe draw him, and one slipping on a sudden, all fall togither; some tie bones to their feete, and under their heeles, and shoving themselves by a little picked staffe, doe slide as swiftly as a bird flieth in the ayre, or an arrow out of a Crosse bow. Sometime two runne togither with Poles and hitting one the other, eyther or both doe fall, not without hurt; some breake their armes, some their legges, but youth desirous of glorie in this sort exerciseth it selfe agaynst the time of warre.

I quote from Stow's *Survey of London*: but Stow is himself quoting Fitzstephen (who died about 1190) describing a twelfth-century winter scene in London. You will notice that Fitzstephen makes no mention of women. Joseph Strutt (1749-1802), in the chapter devoted to skating in his *Sports and Pastimes of the People of England*, also makes no mention of women. Evidently from the earliest times at least to the beginning of the nineteenth century skating was a man's sport. It was not considered correct for women to skate, in public at any rate. Mixed skating was as " out " as mixed bathing.

The first skating organisation in Britain, the Edinburgh Skating Club, was formed in 1642 (skates with metal blades had been introduced from Holland about forty years earlier), but I do not think that the women of polite society took to skating in public until the first artificial ice-rinks were opened. That was in 1876. In March of that year a " Glaciarium " was opened in King's Road, Chelsea. Some young women, no doubt heavily chaperoned, certainly patronised it.

But skating was not then a widely popular pastime. The ice rinks of the nineteenth century were the playgrounds of the well-to-do. And even when there was a hard frost, and the streams and ponds were frozen over, the general public did not skate, for the simple reason that most of them did not possess skates. Instead, they indulged in the very ancient pastime of sliding. Let me quote Strutt again: " Sliding upon the ice appears to have been a favourite pastime among the youth of this country in former times; at present the use of skates is so generally diffused throughout the kingdom, that sliding is but little practised, except by children and such as cannot afford to purchase them." Judging by that, there must have been more money about in Strutt's day than there was in my childhood. Perhaps there was, but I take leave to doubt it. In my childhood, very few people had skates. They slid. And in much the same manner as the young men described by Fitzstephen in the twelfth century, except that " the great seates of ice " had been replaced by sledges.

I did not even possess a sledge. There were sledges in the neighbourhood, but I, and most of my friends, used circular tin trays. When we were fortunate enough to have a hard frost in the holidays we would make a slide. If memory serves me correctly, most of the hard frosts of my childhood did not come until about the middle of January and by that time we were back at school, and there was then not much opportunity for sliding and none at all for skating. The slide would be perhaps 20 or 30 yards long, and we would try to go down its length on the tray, either sitting or kneeling or standing. A circular tin tray moves at a very considerable speed over ice, once you have gained momentum, and is extraordinarily wilful and difficult to steer. You were considered a true expert if you could go down the length of the slide standing on your tray. I cannot remember ever having done so, but whether you got to the end of the slide or not did not really matter. It was an exciting and exhilarating amusement and everyone, boys and girls alike (though the girls usually gave up as soon as they became self-conscious about their underwear) and men, too, for that matter, could do it. You needed only a tin tray.

Skating was quite another matter. I never owned a pair of skates. My parents, rightly, could see no point in buying skates when you were likely to use them for no more than a day or two in, perhaps, two or three years. Only the rich, who were few and far between in that part of Wales, possessed skates. So, if you wanted to skate, you had to borrow a pair, which usually did not fit very well. My skating never advanced beyond the kitchen-chair stage. Progress was slow, uncertain and clumsy, and very far from exhilarating. I much preferred tin-tray sliding.

All this has been called to mind by the recent frost. The big ponds, and there are several in my part of the world, were frozen and I heard talk of skating. Remembering my childhood, I did not think that many people would actually skate. I did not think that they would know how to, as we very rarely get a frost of this severity in the south of England. I did think that there would be sliding and I did think that a little exercise in the cold brisk air would do me good and might have some temporary effect upon my figure. I am now much too old to balance on a tin tray, but I borrowed skates from an elderly friend, armed myself with a kitchen-chair, and went to the nearest big pond.

But I did not skate. I simply had not the cheek to go on to the ice with that chair, and I knew I should not stand up without it. Things have altered since Fitzstephen's day, even since my childhood. There was not a slide on that pond. And skating is no longer the pastime of men. Now, like horse-riding, it is predominantly the pastime of young women and very young girls. There must have been a couple of hundred people on that pond, and I should guess that females outnumbered males by at least three to one. I watched young things of ten or twelve performing intricate figures most expertly. Sadly, I took my chair back to the car and then sat and watched. I had not appreciated the widespread influence of the ice rink. Without it, here in the south of England, these children could never have learnt to skate so expertly. I learnt in conversation with one of the mothers that they are taken once or twice a week to London or to one of the ice rinks in neighbouring towns. The nearest is at least thirty miles away. It is part of education, part of " never-had-it-so-good," and all terribly decorous. The U skate in silence, seriously.

The next day, after enquiry, I discovered the non-U pond. And there was a slide, a good 30 yards long, and a home-made sledge and quite a number of tin trays. There was shouting and laughter . . . and I am typing this with one hand.

The shop which was once Mol's Coffee House, Exeter, where Elizabethan admirals were reputed to have gathered

The Guildhall in Exeter was built in 1330. Its Elizabethan portico was added in 1593

The Cathedral can be seen at the end of this shopping precinct

EXETER

A new look at the Devonshire city twenty years after its bombing

A wide pavement with trees and flowers in another part of the new shopping centre

In May 1942, along with other cathedral cities, the city of Exeter was seriously damaged by German bombers in the raids known as the Baedeker raids, so-called because they were directed at towns of historic interest. This was not the first time the city had suffered loss and destruction. Originally a Roman fortress town, it was besieged at various times in the Dark Ages by first Saxons and then Danes. It was captured and burnt by Sweyn Forkbeard in 1003. It resisted William the Conqueror for eighteen days and King Stephen for three months. In the fifteenth century it withstood attacks from the Yorkists and from the supporters of Perkin Warbeck. In the Civil War, it was lost and recaptured by the Parliamentarians, and its churches suffered considerable denudation at the hands of the Puritans.

After the seventeenth century, however, the city was allowed to evolve more naturally in piecemeal fashion, developing that kind of architectural unity which has made English cathedral towns and cities the finest in north-western Europe. But in a few nights of heavy bombing much of the city centre was destroyed and the Cathedral severely damaged. Although there still remain a few blank spaces, a considerable programme of rebuilding has been undertaken, including the attractive shopping centre built around pedestrian precincts. The pictures show how the towers of the Cathedral blend with the new buildings.

(Continued overleaf)

EXETER

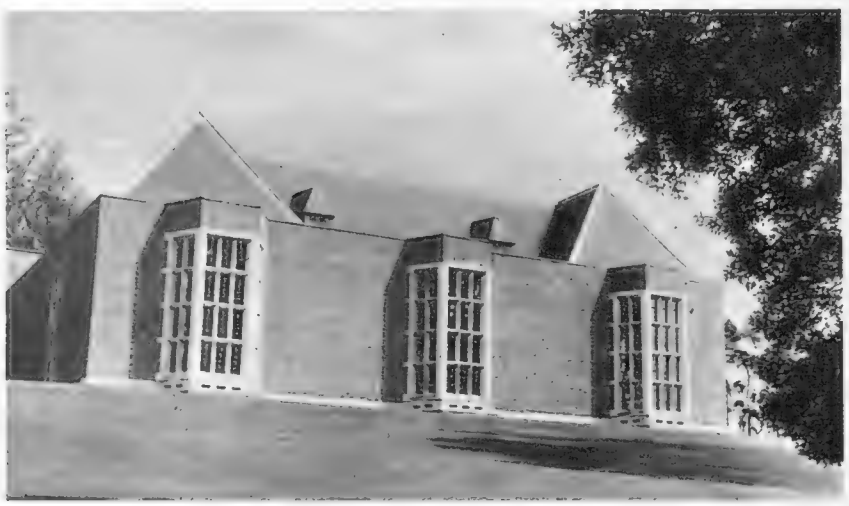
(*Continued from previous page*)

Much of the old Exeter remains. The damage to the Cathedral was mostly in the Choir, leaving the famous decorated West Front untouched. The Close is still one of the most attractive of English cathedral closes, and contains Mol's Coffee House, supposedly a favourite haunt of Drake, Hawkins and other Elizabethan sea captains. There are also remains of city walls originally built in Roman times, a multitude of churches and ruins of a Norman castle called Rougemont, built on an early British earthwork.

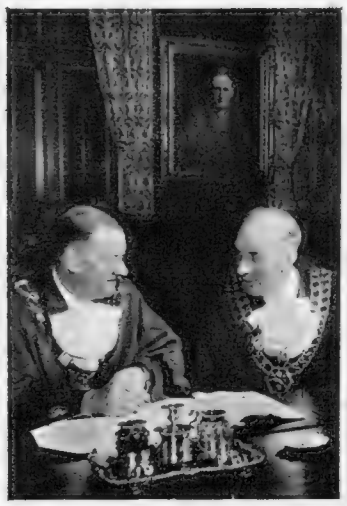
Exeter has a long municipal history. Its burgesses were mentioned in Domesday Book, and its first charter was granted by Henry I. As county town of Devonshire, with a population of 80,000, it is still the natural centre of the South West for industry, commerce and trade as well as for administration. For part of the replanning after the war, two trading estates on the outskirts of the town and industrial areas near the centre were provided.

An important addition to modern Exeter is the University. This originated in extra-mural classes begun at the end of the nineteenth century, and was constituted a University in 1955. The Royal Charter was presented to the University by the Queen, who is the Visitor of the University, during the Royal tour of Devonshire in 1956. Students at the University now number more than 1,600, and many new buildings have risen. Also in Exeter is St. Luke's College, which was founded in 1839 as a Church of England Training College for Schoolmasters.

The City Council is in session with the Mayor, Councillor A. P. Steele-Perkins, in the chair



The University library. **Below:** A ruined chapel is shadowed by a new building



The Mayor with Sheriff J. B. Martin

Mr. Rowe, the City Architect

A symbol on a new shop of Exeter resurgent

The Bishop, Dr. R. C. Mortimer

The narrow Parliament Street

An ancient tower of the Cathedral is the focal-point of much of the rebuilding. Right is the new post office

The old buildings in the Close seen from the Cathedral

The upper end of the High Street, which has been entirely rebuilt, with its dual carriageway

Shopping in one of the many souvenir shops in Palma, on Majorca

TRAVEL

SHOPPING

By GORDO

Probably enough dust-collecting rubbish in the form of souvenirs enters this country every year to fill several British museums. Even experienced travellers with normally good shopping sense can be carried away and buy unwisely, simply, I imagine, because they do not pause to visualise the object of their desire against their home surroundings. The most delightful knick-knack in some romantic foreign market can look disastrous at home.

That said, there are some useful points to remember, and the following tips gleaned from my own experience might be useful to others.

It is my firm practice, for instance, to avoid pre-arranged shopping stops on all excursions. These are usually designed for the mutual benefit of couriers and shop-owners, and even if they are quite genuine I still prefer the fun of finding my own bargains, even at the risk of coming an occasional cropper.

It is not difficult to discover the local handicraft or speciality, and it is amusing then to seek out the best of its kind. If time is limited, the local tourist office, or even your hotel porter, can advise on this matter.

In some places, too, usually in the bigger cities, there are permanent exhibitions of handicrafts, such as the Permanent Exhibition of Danish Arts and Crafts in Copenhagen, where you can see the best of the products that the country concerned has to offer, and can either buy them on the spot or be told the addresses which stock the items that interest you. I suggest also the bigger department stores in cities: Stockmann's in Helsinki, with its superb display of Finnish manufactures (especially china, glass and stainless steelware), is not least important of the sights in this northern capital.

I make a point of avoiding oddities in clothing. My absurd purchase of a Korean patrician's costume some years ago in Seoul cured me of this pitfall. In the same way, Tyrolean dress, except for young children, never looks suitable in a British setting.

No, in my opinion, there are two sensible approaches in souvenir hunting. First, there is the collector's approach—that of seeking out a similar item from every country visited to form an effective private "exhibition" of one's own. Some people choose, for instance, dolls dressed in local costume, others pottery items. In this respect pottery mugs are popular, particularly with the younger generation, for they add colour to a coffee party. For myself, I collect ashtrays and menus. The

The duty-free shop at Shannon Airport, Ireland

NEW CHANNEL CAR FERRY AND OTHER TOPICS

A new Channel car ferry will be introduced this summer by the Townsend Ferry Service. The M.V. *Free Enterprise* will sail four times a day from Dover to Calais and return between July 12 and August 27, and twice a day from April 19 to July 11 and from August 28 to October 1. A once a day service will begin on April 12, except on April 19, 20 and 21, and from October 2 to November 5, except on October 6 and 7. This new ship, specially designed for cross-Channel car traffic, will offer exceptional passenger comfort on one deck, including spacious lounges, saloons, bars, restaurant, snack-bar, *bureau de change* and even a shop. The reduced rates, which are applicable at the beginning and the end of the season, are remarkably low. A 14-ft. car will be carried for £5 single journey, 25s. lower than the rate for the high season. Departures at 10.30 a.m., 4.30 p.m., 10.30 p.m. and 4.30 a.m. will offer welcome alternatives to the motorist. (See also page 255)

It is often difficult to travel from a Continental airport to the resort of your choice. Local services are not always convenient and car-hire can be expensive. British European Airways in recent years have developed special road services which take passengers to and from resorts up to a hundred miles distance from the airport. This summer it is planned to extend these services further. It is a great convenience to book your seats for these road journeys at the same time as you buy your air ticket from a travel agent. For example, you can fly direct to Valencia and go on by special road service from the airport to Alicante, Calpi or Benidorm. These services have also opened up the coastlines of Portugal and Southern Spain to air passengers. From Klagenfurt you can travel on by road to Portschach, Krumpendorf or Ljubljana.

The island of Rhodes was extremely popular with British holidaymakers last summer, but in July and August every hotel was fully booked and it was very difficult to find a bed. In order to cope with this quite fantastic increasing demand, new hotels have been built to provide accommodation for another 1,000 people. One first-class hotel, opening in the spring, will have 400 beds.

Short cruises between Continental ports and London are always popular. This summer the Greek Line are arranging four-day round trips on the S.S. *Arkadia* from Tilbury, with hotel accommodation in Amsterdam or Bremen. The all-in fare for the German trip is £24, which includes all meals, accommodation and entertainment. Additionally, a water-bus tour on the Amsterdam canals will be included on the return journey. The Dutch trip is priced at £21, and the first sailing on both these new services will be from Tilbury on April 24.

W. D. C. C.

ABROAD

COOPER

ashtrays represent the hotels at which I've stayed—naturally obtained by permission of the management—while the menus, some of them framed, bring back an infinite range of memories from Pekin to San Francisco.

Secondly, there is the useful approach of buying items which are typical, but above all attractive and useful, keeping in mind that local prices are not always lower than at home. It is infuriating to find, for instance, you have paid more for an article than you would have done in your own home town.

Some countries offer bargains in consumable goods. Holland, for example, is recommended for cigars, likewise Belgium, Denmark, Germany, Switzerland and Spain (Havanas). Elsewhere, if you are travelling by air, check whether the local airport has a duty-free shop, for such items as tobacco, spirits and perfume are often even cheaper than on board the plane. Remember, though, that cameras and watches are liable for duty and purchase tax when brought back into Britain.

For sweet-lovers there are still no chocolates in the world to excel the quality and presentation of those made in Switzerland. I like, too, the cherry jam made in that country, while Greece produces the famous Mount Hymettus honey. In the savoury line, olives stuffed with anchovies are delicious and very cheap in Spain, a country where sherry, brandy and liqueurs are suggested buys. A browse round the better-class foodshops in almost any country will yield some special delicacy.

There are various textiles, and Italy surely leads the field in silks, though you should be careful where you buy. I cannot imagine, for instance, visiting Milan and not making a call at Galtrucco's in the Cathedral Square. On some of the Greek islands, too, there are beautiful materials for sale at most reasonable prices, while a recent halt at Damascus airport gave great delight to the lady-passengers, if not to their husbands! Lovely hand-woven textiles for divan and cushion covers can be found in the Canaries, Spain, Morocco and Greece, while Madeira produces exquisite lace, as does also Brussels. Ready-made sweaters in Norway are distinctive and, though not cheap, last a long time. Austria is another recommended source in this line. And leather goods are a good buy in Italy, Germany and Spain (Cordoba).

The widest range of useful souvenirs comes under the heading of household goods. Finland, Denmark and Sweden head the list for glass, ceramics and stainless steel articles. Cut-glass is of special appeal when it comes from Czechoslovakia or possibly Venice, although in the latter instance London prices are often competitive. Pottery with typical local designs will be found almost everywhere, though I particularly favour the Ikaros ware of Rhodes. Market-places in Greece, North Africa, Spain and Portugal provide opportunities for cheap and useful purchases in this direction. In Athens I usually buy a sponge from a street-vendor.

Jewellery is a matter of very personal taste, but there are hand-worked bargains of Toledo gold in Spain, of silver in the Middle East and Yugoslavia, though they should be bought from a reputable dealer. I recollect, too, hours of pleasant browsing among the superb carpets and rugs in the covered bazaar in Istanbul, and in the *souks* of North Africa.

Whatever you buy, of course, must be declared to the customs on returning home; but I have always found the officials very reasonable regarding normal mementoes.

On the Canadian side of the Niagara Falls, visitors hurry along the esplanade for their first glimpse of the famous falls. **Left:** Clad in oilskins, sightseers are drenched in spray as they get a closer look. One of the most famous of tourist attractions, the Niagara Falls have brought prosperity to inhabitants of the area, busily promoting such subsidiary attractions as souvenir stalls and English tea-shops

ATTRACTIONS OF THE NIAGARA FALLS

In this view from the Canadian side can be seen the Rainbow Bridge (left) and Buffalo in the background

SAN REMO FLOWER PARADE

Photographs by A. F. Kersting

The late winter is the time of carnivals and flower processions on the Mediterranean coast. San Remo, on Italy's Riviera, held its second Battle of Flowers towards the end of January. Although called a battle, it took the form of a parade through the town of national contingents from various European countries, and two performances of music and dancing. Each national contingent was followed by a flower-decorated float symbolising some aspect of the country concerned. Britain's float showed Big Ben, France was represented by the Arc de Triomphe and Germany by a beer tankard. Most countries sent folk dancers, including Hungary, the only East European country to be represented. Britain was exceptional in this respect, sending pipers and drummers of the 1st Battalion, Scots Guards, under Pipe Major Roe. These were a great success with the crowds. Other favourites were a talented group of French shepherds on stilts and a formidable brigade of athletic Swedish girls, who performed spectacular gymnastics.

The carnation-decorated float representing Great Britain in the San Remo Battle of Flowers procession

The Norwegian float depicts a Viking ship

Men of the Scots Guards march through the town followed by the giant Bearskins which form part of the British float

Italian dancers from Arezzo

The Swedish float includes a model of a man ski-ing

A fraulein sits atop a giant beer tankard on the West German float

The Spanish contingent of Catalan dancers take part in the procession

Girl athletes parade in the Swedish contingent

The French float of the Arc de Triomphe is made of marguerites and carnations

BOOKS

"MOTHER HAD TALENT"

A dominant figure in Romain Gary's autobiography; Storm Jameson's new novel heads this week's list of fiction

"Yes, my mother had talent," writes M. Romain Gary in his new book, PROMISE AT DAWN (Michael Joseph. 25s.), "and I have never recovered from it." This brave, fantastic, overwhelming mother had talent indeed and for many years in Vilna and later in Nice, it seemed to be a talent for survival. For this volume, which is part autobiography but mainly the biography of his extraordinary mother, is the author's splendid tribute to the woman who, without husband, lover or friends, fought to keep her child alive, to educate him and to prepare him for the brilliant future which she believed was waiting for him. Her ambitions for him were boundless and often embarrassing but her love and tigerish pride were constant. Separated from her during the war, when he fought for the Free French in the R.A.F., he nevertheless received letters continually from her. Not till the very end of the war was M. Gary able to return to Nice to find that his mother had died three years and six months before but that in the days before her death she had written him 250 letters and sent them to a friend in Switzerland to post at intervals. "And so I had gone on receiving from my mother the strength and the courage I so greatly needed to carry me through to the day of victory. . . ." It only remains to say of this touching and often funny book that the translation by Mr. John Markham Beach is nearly faultless.

SIMON DE MONTFORT (Eyre and Spottiswoode. 30s.) is a lively new biography, by Mrs. Margaret Wade Labarge, of the man who has been described as the father of representative government, who was granted the earldom of Leicester by Henry III and who virtually ruled England for a period after his successes in the Baron's War. Mrs. Labarge shows him also, and in an illuminating way, as a man whose ideals, though sincerely pursued, went hand in hand with his personal ambition as the most powerful of barons. Soberly and lucidly written with a background of distinguished intellectual attainment.

First of the novels this week is one by Miss Storm Jameson, that consistently fine writer who deserves a higher place in English letters than she is always accorded. THE ROAD FROM THE MONUMENT (Macmillan. 18s.) is the story, basically, of a man's rise and fall and it has the compelling quality that only a born story-teller can create. Gregory Mott is the son of a poor, rough seaman in a northern town and through hard work he has come to the stature of a world-famous novelist, a social figure and an authority on matters of taste and conduct. His achievements are real and so is his self-interest. Miss Storm Jameson shows him at the peak of his personal glory and through the moral *dégringolade* which comes after and which may lead to his emergence as a real and humble human being. A big theme, treated with the dignity as well as the vitality which it deserves.

SOMERSET MAUGHAM is with the French actress Edwige Feuillère, a guest at his villa on the French Riviera. The distinguished author celebrated his 88th birthday recently. In France Edwige Feuillère is starring in *Constance*, one of Maugham's early plays

MISS BAGSHOT GOES TO TIBET (Harvill. 16s.) is light-hearted stuff about an elderly, adventurous Englishwoman, a prototype of our dogged female explorers, who determines on an exceptionally dangerous journey and achieves it, in spite of political crises, wildly inadequate preparations and the company of a pretty and susceptible girl. Quietly but firmly Miss Bagshot ditches the girl, sets off on foot, sees the young Dalai Lama on his tragic escape to India and returns, unruffled, to the chagrin of hordes of newspapermen whose stories she has unwittingly scooped. Good fun, and some first-rate descriptions of the country.

"Learn from your dreams what you lack," wrote Auden and dreams, indeed, are an essential part of Mr. Peter Vansittart's novel, SOURCES OF UNREST (Bodley Head. 15s.), which on one level is the story of a middle-aged man making a long, summer visit to an old school friend and his family in the country and, on another, the man's search for peace of mind and a balance between the failures of the past and the insecurity of the future. Satiric yet emotional and with much of the fantasy of dreams itself.

The two novels from France could scarcely be more contrasted. M. Marcel Aymé's THE CONSCIENCE OF LOVE (Bodley Head. 16s.) is a whirlwind of a story in which the narrator is a man who has just served a light prison sentence for killing what is sometimes known as an innocent bystander. The scene is Paris, the action frenzied, the fun can be described as fast and the result entertaining, if bewildering. TAXI TO TOBRUK (Collins. 15s.), by M. René Havard, cannot precisely be called the story of the film since the author

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THE *COUP D'ETAT*

History of this century's conspirators in Europe

D. J. Goodspeed, a Canadian war historian from Ottawa, presents us with the rather comforting thought that "so far no *coup d'état* has ever overthrown a vigilant, practising democracy." These are the final words in his well documented study of the *coup d'état* as a form of political action. He entitles it THE CONSPIRATORS (Macmillan. 25s.), and takes us across Europe in the present century from Belgrade in 1903, with the assassination of King Alexander and Queen Draga, to Rastenburg in 1944, with the failure of the attempt on Hitler's life by von Stauffenberg and his colleagues. What chiefly emerges from these pages is the utter inadequacy of most conspirators. Admitted that Germany's Kapp putsch in 1920 was high comedy with an admixture of tragedy, it is strange to find in sterner Nazi days what a useless bunch were von Stauffenberg's aides when it really came to a crisis, or for that matter Mussolini's in his so-called "March on Rome." This is a most unusual book, written with great verve. It would be hard at the end to say what really makes a successful *coup*. Perhaps a dying Corsican *condottiere* had the answer when he declared, "always keep your thumb on the blade and strike upwards."

If only the voice of the people carried a little more weight, and politics a good deal less, Soviet Russia would be a very different place today, asserts Dr. Klaus Mehnert, a Russian-born German professor who writes about the land of his birth in THE ANATOMY OF SOVIET MAN (Weidenfeld and Nicolson. 30s.). Altogether Mehnert has spent six years of his life in Russia in the course of thirteen visits. His deep love of the country and its people shine clear; he is in a sense a patriot writing about fellow patriots devoted to the vast expanse of their land, its language, its songs and its sayings. This is a most heartening book, which has already been printed in many European countries, and read clandestinely in Russia. Personal impressions and a wealth of anecdote gathered on many journeys across Russia give human warmth to his narrative.

When Major Claude Eatherly, commander of the U.S. bomber group responsible for the Hiroshima and Nagasaki raids, the man who himself guided the aircraft dropping the Hiroshima bomb, returned to base he spoke to no one for several days. His sense of guilt has mounted with the years, although he has sought to escape his conscience in many ways, in the last resort by two attempts at suicide. In 1953, Eatherly was sent to an ex-servicemen's asylum in Texas, and later he was certified. Both Earl Russell and Robert Jungk, who respectively write the preface and foreword to Claude Eatherly's published testimony, characteristically refer to the airman "as a morally healthy man who could not come to terms with a sick society." This testimony, entitled BURNING CONSCIENCE (Weidenfeld and Nicolson. 16s.), takes the form of a series of letters between Eatherly and Gunther Anders, an Austrian philosopher who has been corresponding regularly with the ex-pilot in the Waco Asylum. Those who read these revealing letters may end up with reservations about the motives of those who are trying to "save" Major Eatherly. Among the few people who have understood the conscience-stricken pilot are his fellow citizens in the tiny township of Van Alstyne. They at least know why he refused to be feted, and do not regard his reticence as a sign of madness.

Here are two specially appealing books for the countryman. NATURE'S CHANGING COURSE (Hutchinson. 18s.) is the work of E. L. Grant Watson whose acute observations on each phase of the year have an obvious bearing on our own lives and emotions. COUNTRY YEARS (Allen and Unwin. 30s.) is the autobiography of Frances Pitt, who has delighted more than a generation of readers in the *Evening News* and other journals. Trips to other lands also have a place in these varied recollections.

Welcome to the revised and completely up-to-date edition of the Shell Guide, K. Adlard Coles' PILOT TO THE SOUTH COAST HARBOURS (Faber and Faber. 21s.). From Ramsgate to the Isles of Scilly the author ranges, showing us by chart and photograph how to get in and out of the harbours, what to look for, and where the main danger points lie.

Richard Edmonds

wrote both novel and script at the same time. His plot is dramatic, sensational and has a feeling of authenticity.

Mr. R. K. Narayan has been called the Chekhov of India, which is as justifiable as these analogies ever are, but I prefer to regard him as a highly original, witty and often profound teller of stories. THE MAN-EATER OF MALGUDI (Heinemann. 16s.) is funny, delightful and really moving with its picture of the little town in South India and its fantastic yet utterly credible characters, including the man whom the publishers so rightly describe as a power-hungry taxidermist.

THE BALL (Gollancz. 18s.) is a frankly romantic tale about a beautiful American-born countess whose loveless marriage to a Frenchman has left her at the age of sixty still beautiful, rich and haunted by the memory of the boy she loved in youth. When she learns that a wasting illness will leave her only a few months to live she decides to give a magnificent ball in her riviera villa as a final, happy gesture. The young people around her have their own joys and sorrows over which she keeps a benevolent eye; her own parting from life is to be secret. Extremely readable in Miss Christine Lambert's own fairy-tale way.

THE KEENER LOVE (Gibbs & Phillips. 16s.), by Miss Sally Thompson, is much starker material: an unravelling of a young woman's history after she has committed suicide. Chief unraveller is her step-father who conducts his researches in an alcoholic fog. The reader may think, small wonder, since the discoveries he makes are so sordid. The book is written with obvious sincerity though with some awkwardnesses of style, and with a cast nearly all of whom are heavy drinkers.

The two next novels on my list are by American writers, both of them women and both of them writing in serious moods. SARAH (Gibbs and Phillips. 15s.) is by Miss Barbara Woollcott, niece of the inimitable Alexander and a staunch advocate of sentiment in the right place, to judge by this first novel of hers. The scene is Martha's Vineyard, that island off the New England coast which has such a strong attraction for the people who visit it in summer or, more tenaciously, live there throughout the year. Miss Woollcott's main character is one of those to whom the island means a great deal. It is, I suppose, a valid theme but somehow the magnetism is not conveyed to the reader. THE MORNING AND THE EVENING (Michael Joseph. 16s.), by Miss Joan Williams, is a dramatic story of a little community in Mississippi and the problem they have to solve when the mother of a young and simple-minded mute dies and leaves him to their care. There is tenderness and restraint in the writing and good sense as well. A book that is far out of the ordinary run of " deep south " tragedies.

A FEVER FOR LIVING (Gollancz. 21s.) gives us Japan again, during the American occupation, and the action, generally brutal, sordid or both, takes place in a small town which is dominated by the army camp close by. Shops, bars, brothels; all rely in some way or another on the G.I.s for trade and the G.I.s, many of them corrupted by the futility of their existence and the sadism of their officers, in turn rely on cheap women and cheaper drink. Mr. Robert A. Roripaugh has written a thoroughly dispiriting, long novel not in the least enlivened by the little asterisk objects which decorate each page.

Two very recommendable thrillers are Mr. Hillary Waugh's THAT NIGHT IT RAINED (Gollancz. 13s. 6d.), set in a small Connecticut town, a truly brilliant exercise in detection, and DEAD CERT (Michael Joseph. 15s.) by Mr. Dick Francis, once champion steeplechase jockey and now a promising writer of whodunits. This is his first and, appropriately, it is a winner.

Vernon Fane

Tom Rakewell (Alexander Young) is surrounded by the inmates of the brothel in a scene from Stravinsky's opera

THE RAKE'S PROGRESS

at Sadler's Wells

Photographs by Reg. Wilson

The major new production at Sadler's Wells of Stravinsky's most ambitious opera had its première last week. It is directed by Glen Byam Shaw, with settings by Motley. Among those in the cast are Alexander Young as Rakewell, Edith Coates as Mother Goose, and Raimund Herincx as Nick Shadow. Inspired by Hogarth's paintings, the opera has a libretto by W. H. Auden and Chester Kallman and Stravinsky's music is written in the eighteenth-century style.

Rakewell; Truelove (Don Garrard) and Anne (Elsie Morison). **Right:** Rakewell entertains Baba the Turk (Ann Robson)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

W. E. Luke

The chairman of Lindustries Limited (formerly The Linen Thread Co. Ltd.), Mr. Luke stands on the balcony of the company's headquarters in their new building in Knightsbridge, London. Lindustries is now an Industrial Holdings Company, with sixty-four subsidiaries and 8,000 employees. Three years ago, Mr. Luke negotiated the sale of the company's American interests and since then several companies have been acquired, mainly in the engineering field. William Edgell Luke, who is fifty-two, was educated at Kelvinside Academy in Scotland and at Old Hall, Wellington. He has travelled abroad extensively and for many years spent a large part of his time in the U.S.A. In the Second World War he was a major in the Intelligence Corps, passing some of the war years on service abroad. Mr. Luke has been a member of the Grand Council of the Federation of British Industries for 15 years and is a member of the Council of Aims of Industry. In 1958, he was Master of the Worshipful Company of Makers of Playing Cards. Married in 1933, Mr. Luke has a son of 24, now with Lindustries, and a daughter of 15. They live in Sunningdale, Berkshire. Mr. Luke's hobbies are golf, card games and music

BUILDING FROM THE TOP DOWNWARDS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

For many years now people have talked about "turning building into a factory operation." This is not simply a slogan; but it has not proved easy to transform into reality. It represents one of the two possible main routes of technical progress in the building industry—which, contrary to its old reputation, has been for some years now in a process of rather rapid technical development. Broadly, the first main route of advance has been to supplement manpower in building with machine power—bringing in more and more equipment, small as well as massive, to help the builder do his traditional outside job. The second has been to reduce, as far as possible, the disadvantages of that job being outside—to organise construction in the open as smoothly and with as little interruption as one can within the four walls and roof of a factory.

Part of this second answer consists simply of keeping out the weather (this is being written on a snowy morning at a window opposite a neighbour's house that is being rebuilt). Quite a number of building projects are now making use of one modern way of doing this—in effect, putting a plastic bag over the whole operation. Using polythene sheeting to enclose building work that would otherwise be open to the weather, particularly once the main structure is up, enables many of the finishing operations to go on in relative insulation from the outside atmosphere. It makes the work easier, enables it to continue regardless of weather outside, and improves the setting conditions for constructional and surface materials. But this application of protective film against the weather is not always easy to fit in with buildings constructed according to a normal schedule of operations. Ideally, it should be only one element in a reorganisation of technique and the building sequence to work independently of climatic conditions.

In one new building project that has just been announced for Coventry, it is: the whole process of construction is organised for what the builders call "assembly-line operations on site." It involves reversing the whole pattern of conventional operations: making the roof first, and virtually "growing the building from the ground up into the air."

Mr. Felix Adler, chief structural engineer of Richard Costain (Construction) Limited, who devised the new technique, calls it "jackblock" construction. Essentially, it involves building in layers, roof first, and then floor by floor from the top downwards, and lifting each one as it is completed to start constructing the next floor below it. The Coventry project, a seventeen-storey block of flats, is believed to be the first time that the technique has ever been used for a multi-storey public or domestic building. It is being carried out as a practical test of the advantages that can be gained.

Richard Costain (Construction) Ltd. are using a new method of construction for a seventeen-storey block of flats for the Coventry Council. Known as the jackblock method, it consists essentially of building in layers, floor by floor, starting by the roof, and lifting each one by means of hydraulic jacks to start on the layer below. The artist's impression shows the arrangement of jacks and central core wall of reinforced concrete within the basement area. Surrounding the building, slowly rising into the air, are the workshop areas of light scaffolding covered with polythene. **Right** is a model of the completed flats in Coventry

This tall building, like many others, will have a central structural core (of reinforced concrete) containing lifts and service chutes, and also acting as the "trunk" from which the floors will be cantilevered out. This structural arrangement fits integrally into the new method of construction. It will be built, segment by segment, and the concrete slab floor laid flat around it. It is under each succeeding segment of this central core that the hydraulic jacks, used to lift the building into the air as each floor comes into being, will mainly be located.

Once the foundations are in—two or three months after work begins in February—unconventional building begins. There will be a light, low-level scaffold put in, which will be enclosed in polythene; within it, the "workshop" area will be heated to keep all operations dry and at a reasonable working temperature. No time should therefore be lost on the basic construction. Moreover, with the structure steadily rising off the ground as each floor is laid, the finishing trades can work within as it goes up. By the time that each floor passes the fifth-storey level from the ground, it is planned to be completed, right down to the installation of plumbing, power, and light services and the final decoration of the flats. Few elements of organisation in conventional building can become more complicated than these expensive finishing operations.

How fast will the building "sprout" up from the ground? Not very rapidly—the speed at which the jacks will lift it, when this part of the operation is going on, will be about an inch every three minutes. That sounds slow. Nevertheless, it will amount to one storey a fortnight. Actual lifting operations will move up one storey during each alternate week; between them come the weeks when the next floor is being constructed, partitions and cladding are being fixed in position, and above the construction work the finishing trades will be at work on floors that have already begun their journey upward.

Forty hydraulic jacks, each of 220-ton capacity, are being used to "extrude" this building vertically into the air. They have a 9-in. stroke; as the lifting goes on, the concrete block segments of the central core will be built in to take the weight. Costains are confident that complete control can be maintained; the operation will be an entirely accurate one, designed to ensure stability even in high winds.

This project is in one sense a prototype; Costains are co-operating with the City Corporation of Coventry to measure precisely what economies in time and money can be gained by it. But the directions in which savings ought to be attainable are fairly obvious. This high building won't involve high scaffolding, nor men working at great heights. In comparison with a building of the same type built conventionally, it will dispense with the use of large-scale cranes, and indeed with a considerable proportion of the different types of lifting equipment that make up most of the mechanical power employed on a building site. The lifting power is concentrated in the jacks; the structure that these lift can carry up finishing operations and all the items of built-in domestic equipment along with it. Once the foundations have been excavated and the first covering slab—the roof—has been made, work can go on independent of weather conditions, enabling a much tighter planning of operations construction and the supply of materials to be maintained.

How does one cost a technique never used before? The answer that Costains and Coventry have decided upon is to settle a price for the block of flats based upon normal building methods; the negotiated figure is £260,948. It can only be seen in practice whether the jackblock technique can offer sizeable savings below this price.

This development, and other radical reorganisations of the building process, have a particular importance. Of late much of the building industry's efforts to improve efficiency have been concentrated upon factory buildings, which suit the use of prefabricated units and need to get into production quickly, and upon office buildings where congested sites and the need not to tie up traffic circulation in surrounding streets put an extra emphasis on time. During the '60's, however, it is quite possible that the balance of building work in Britain may be shifting back, with residential construction taking a bigger proportion than during the last six or seven years. Construction—the provision of new homes, rather than the production of durable equipment to go inside them—may for a time become one of the chief growing points of the British economy. The application of radical techniques to this side of the building industry—following upon the use of prefabricated sections and cladding in many houses and flats—is something which is long overdue.

Clearing part of the seven-acre site on the north side of St. Paul's Cathedral for comprehensive rebuilding. Left is the Old Bailey and right, the tower of Christ Church, Newgate St.

LONDON CHANGES

Another part of the site, with St. Paul's extreme left and the spire of St. Martin-within-Ludgate centre right

In any major rebuilding scheme for London, the requirements of the ever increasing volume of traffic bulk large in the planners' minds. This applies not only to road improvement schemes, like the L.C.C.'s £5,500,000 Hyde Park Corner reconstruction, for which the contractors are Cubitts-Fitzpatrick-Shand. It also applies to comprehensive rebuilding schemes. One feature of the £8,000,000 scheme for the site north of St. Paul's is a large pedestrian piazza raised 10 ft. above ground level, reached by a flight of steps from the cathedral forecourt, and with underneath it a three-level car park for 420 cars. The seven-acre scheme has been planned as a whole and the designs include a number of features proposed by Sir William Holford in his 1955 design to improve the setting for St. Paul's. All of the site is owned by the Church Commissioners. On it will be built one eighteen-storey office block, three ten-storey office blocks, and other offices and shops. The main contractors are Trollope and Colls, John Laing and George Wimpey.

At work on the Hyde Park Corner underpass

In this view looking from Knightsbridge towards Piccadilly can be seen the progress on the new Hyde Park Corner road scheme. Centre is the entrance to the traffic underpass

INDUSTRY AND THE STOCK MARKET

HELPING EXPORTS

By "THE SPHERE" CITY CORRESPONDENT

"A substantial break with tradition and practice." This was how Mr. E. J. N. Warburton, chief general manager of Lloyds Bank, described a new scheme where banks and insurance companies will provide about £200,000,000 to finance medium-term exports by industrial firms. Some sixty insurance companies, including all Britain's leading concerns, have agreed to provide up to £100,000,000. Sixteen English (eleven London clearing banks) and Scottish banks have agreed to provide a further large sum—with no fixed limit—depending on the demand. All this finance is being provided in addition to the banks' and insurance companies' existing commitments.

This bank-insurance scheme has been designed specifically to help Britain's medium-term exports of capital goods. For this reason, loans will be for a minimum of three years, but no maximum has been laid down. Again to help British exporters, borrowers will be charged fixed rates—an unprecedented step for the banks. Bank loans, for three to five years, will cost 5½ per cent. against 7 per cent. which borrowers would have to pay today with Bank rate at 6 per cent. The insurance companies will charge 6½ per cent., which is 1 per cent. less than their current rates for credits of more than five years. All loans will have to be covered by the Government's Exports Credits Guarantee Department.

Who will benefit from this important new move? The short answer is firms such as shipbuilders, heavy engineers and bridge constructors. All these companies will now have cheaper and more plentiful finance for overseas business. This is an encouraging pointer, which should mean more orders and profits for many leading companies. One of these is Head Wrightson, whose chairman specifically welcomed the improved terms offered last year by the Export Credit Guarantee Department.

Profits of this large general engineering group declined from 1958 to 1960, but Sir John Wrightson took an optimistic view when speaking last summer. He expected 1961-62 would prove a year of great activity with the group poised for further expansion. Despite recent years' profit decline, shareholders' dividend has been increased from 10 per cent. equivalent in 1956 to 16 per cent. for 1960-61.

One other major beneficiary from the banks' and insurance companies' new moves should be Davy-Ashmore, a £16,000,000 concern which includes Davy-United and the Power-Gas Corporation. Last autumn the chairman reported good order books and told shareholders that 1961-62 results should not be disappointing. The potential value of further export finance to the group emerged from the statement that 1961 finances were satisfactory, provided customers did not make excessive demands for credit.

Davy-United's recent formation rules out a profit comparison, but in its first year the group beat its earnings forecast. Against an estimated £4,000,000 before tax, Davy-Ashmore earned just under £4,100,000 after certain exceptional charges.

Davy-United serves a wide range of industries making capital goods. One other large group which is rather more closely connected with Britain's steelmakers is Wellman Smith Owen, headed by Sir Peter Roberts. Last Autumn Sir Peter reported an £11,000,000 order book. He indicated growing export orders in India and made it clear that Wellman expected growing overseas business.

Though Britain's steel industry now seems likely to expand at a rather slower pace than in recent years, Wellman shareholders can look back to an outstanding growth record in recent years. Profits rose more than 2½ times between 1956 and 1961, from less than £300,000 after tax to more than £800,000. During this time, shareholders have received no fewer than three free share issues, while the dividend growth has been rapid by any standards. Compared with the 25 per cent. dividend paid for 1961, equity holders received only 7½ per cent. in 1956.

Shares of capital goods producers have been out of favour in recent years' stock markets, partly because of growing pressure on profit margins overseas and partly because of difficulties in nuclear power work—which involved a large number of capital goods firms. But the suppliers of capital equipment, such as those mentioned above, are generally in a stronger position than their customers.

Against this background, investors will expect share yields rather below the average for large industrial groups. People concerned with share price gains rather than current income will prefer Wellman Smith Owen, whose outstanding record has lowered the dividend return to 3¾ per cent. Head Wrightson offer a similar yield, though the attraction here lies in possible recovery to recent years' profit levels—rather than any striking expansion history.

Somewhat surprisingly, the highest share-yield in this group comes from Davy-Ashmore, which can now be bought to offer about 4¼ per cent. For the average investor, who wants a moderate level of income plus capital appreciation prospects, Davy-United seems the best purchase.

One final warning for intending investors in this sector is that equipment suppliers' shares are essentially a long-term holding. Though the latest financing moves should bring welcome new business, this can hardly be reflected in published profits and dividends for some time to come. The turnover of these companies depends essentially on the large individual contracts they gain.

The Renault Floride "convertible," showing the hard-top as well as the hood

Some of the first Vauxhall VX 4/90's leave the final finish line at the factory. Output of the 90-m.p.h. disc-braked, 4-cylinder car, introduced at the London Motor Show last October, is scheduled for 1,000-plus cars per month

A super-highway bridge across the River Main at Randersacker, in West Germany, is seen under construction. It is part of the extension of the autobahn system which is planned to link Frankfurt with Nuremberg. The bridge will rest on six pairs of heavy supports and crosses the river itself in a single span of 380 ft.

MOTORING

A MAJOR TRAFFIC SURVEY

Renewing acquaintance with the Renault Floride; a new car ferry; after Monte Carlo

By **COURTENAY EDWARDS**

In Britain, Mr. Ernest Marples told me the other day, there are too many traffic authorities but there is too little traffic engineering. I quite agree. The designation of the Minister of Transport as the sole authority for the London traffic area was a good move. We are already seeing some of the fruits of that in the achievements of the London Traffic Management Unit.

Now we are to have a big traffic survey throughout the Greater London area, which measures 950 square miles and has a population of more than 9,000,000. Announcing the details of this £425,000 quiz into the travel habits of Londoners and appealing to the public for full co-operation, Mr. Marples gave an assurance that it would not delay existing road improvement schemes. It was aimed at providing a scientific basis for planning London's future road network.

Work has already begun on the huge task of interviewing 180,000 Londoners in 50,000 car-owning households picked at random. Persuasive interviewers will seek confidential details of the daily movements of each member of these families aged five years or more: their journeys to work, to the shops, and to school.

It is an " origin and destination " traffic survey conducted for the Ministry and the L.C.C. by a British firm of consulting engineers —Freeman, Fox and Partners—with the help of American traffic specialists. The biggest survey of its kind ever held anywhere and Britain's first, it will take ten months; results will not be available until the spring of 1963.

I gladly accepted a recent invitation to renew acquaintance with the Renault Floride, which I had the pleasure of road-testing in Brittany prior to its announcement at the 1958 Paris Show. Production began in June of the following year and the Floride has been on sale in Britain since 1960.

It is a two-seater sports car of outstandingly good looks based on the Dauphine saloon, with room in the back for two children. It is available in three forms: with folding hood (£1,193), as a fixed-head coupé (£1,238), and with both folding hood and detachable hardtop (£1,270). The model I borrowed recently was the last-named version. Regrettably, the weather was not good enough to justify the car's use with hardtop removed and hood folded down.

The 4-cylinder, rear-mounted engine of 845 c.c. is basically that of the Dauphine but has been modified to develop 40 b.h.p. at 5,000 r.p.m. It is a small unit for a car with a sporting personality but free use of the four-speed gear-box, with which my test car was fitted, produced some lively motoring.

This is a car with a character all its own. You get quite fond of it in a very short time. Top speed (after a bit of " winding up ") is around 80 m.p.h. and its ability to cruise effortlessly at 70 m.p.h. even on rough roads is one of the Floride's big virtues.

Full marks for the Ghia styling, the comfort of the bucket seats, easy starting (with the aid of an automatic choke) and the steering.

I still don't like having to reach forward for the rather " woolly " floor-mounted gear lever. Other criticisms are: head room not too generous; inability to rest the left foot beside the clutch pedal; design of the heater controls.

I flew to Rotterdam last weekend for the launching of Townsend Brothers' new car-carrying motor vessel: the *Free Enterprise*, due to start a daily service from Dover to Calais and back on April 12.

The *Free Enterprise*, with a capacity for 125 cars, replaces the well-known 55-car *Halladale*. At the height of the summer it will operate four round trips a day on the shortest sea route between England and France. Townsend Bros. are the only remaining independent, privately-owned car ferry service over the English Channel. To *Free Enterprise* we wish a long and useful career—whatever happens about the Channel Tunnel or the development of hovercraft.

Launching of this new car ferry ship and the merger of the firms owning Silver City and Channel Air Bridge must surely lead to an intensification of the rivalry between air and sea in this lucrative business of taking holiday-makers and their cars across the Channel. Most motorists will be inclined to think, however, that common ownership of the two

Eric Carlsson and co-driver Gunnar Haggbom with cups and the Saab in which they won the Monte Carlo Rally

Anne Wisdom and Pat Moss with their trophies and their Cooper-Mini after winning the Coupe des Dames

leading air ferry organisations is unlikely to stimulate rivalry between them. However, the competition from the surface car ferries should be more than enough to keep the air charges at the lowest possible level.

Air Holdings, the £600,000 company formed to merge British United Airways (of which Channel Air Bridge is part) and British Aviation Services (who own Silver City), operate a fleet of some 150 aircraft of various sizes. These will soon be augmented when Channel Air Bridge bring into service in April the four-engined Carvairs they are using for their " deep penetration " car ferry services from Southend to Geneva, Basle and Strasbourg. They have room for five cars and twenty-three passengers.

Salute the Sunbeam Rapier ! It did much to save the face of Britain in the Monte Carlo Rally, brilliantly won by Eric Carlsson, of Sweden, in a 841-c.c. two-stroke Saab, smallest car ever to win the event. The five British cars which finished among the first seventeen were all Rapiers, and between them they won the manufacturers' team prize and a special prize for the best three cars of one make.

A Sunbeam was the highest-placed British car for the fifth successive year and Mr. Norman Garrad, the Rootes Group competition manager, is to be congratulated on the consistently high standard maintained over the years by the cars and drivers under his care.

Rapiers, which have 4-cylinder engines of 1,592 c.c., won their class and finished third, fourth, tenth, twelfth and seventeenth in general classification. The car which finished third was driven by Paddy Hopkirk and Jack Scott. In the next place behind them were Peter Procter and Graham Robson. Racing driver Graham Hill was tenth and Peter Harper (Stevenage garage proprietor), who was the highest-placed British driver in the previous three Monte Carlo rallies, had this time to be content with twelfth position.

Pat Moss (with Anne Wisdom as her navigator) drove with great dash and talent to win the ladies' cup in a 997-c.c. Morris Mini-Cooper. They become the first women's team to win this trophy in three events and they have given the sales of B.M.C.'s Minis a big boost. Britain has won the ladies' prize in the last four Montes.

You will agree I don't worry you much with car production and export figures, but this is the time of year when the triumphs or disappointments of the previous twelve months become known in detail, so I propose to take a quick look at the record for 1961.

What I see is not good. The chief causes are credit restrictions and export difficulties. But an improvement in output and foreign sales which began half-way through the year has, happily, been maintained and the Motor Agents' Association have predicted a 20 per cent. increase in home sales in 1962.

Only by a mere 3,967 cars—a single day's output at the December rate—did the industry prevent the 1961 production total falling below the 1,000,000 mark. (The " magic million " has been exceeded every year since 1957.) The year's output was 348,761 (26 per cent.) less than 1960. And at 370,758, exports were 199,131 down. That is a drop of 35 per cent.

It was the lowest production figure since 1957 and the worst export performance since the year before that. The December picture was much brighter. Although the weekly production rate (19,978) was slightly down on the November figure it compared well with that for December of the previous year: 15,357.

December's export sales (38,203) were the highest for sixteen months. This end-of-year revival in both output and foreign sales helped to turn a production drop of 174,661 in the first quarter to a rise of 13,977 in the last three months. Similarly, an export " deficit " of 99,693 over the first quarter became a 14,221 gain in the last quarter.

Briefly . . . . Name of the Austin Seven has been officially changed to Austin Mini because of the growing popularity of this soubriquet for both the B.M.C. " twins " . . . In a year of record usefulness to stranded motorists the A.A. (which now has 2,708,000 members) dealt with one SOS breakdown call every fifty-five seconds of the day and night, on average, in 1961. . . . The VX 4/90, 90 m.p.h. version of the fast-selling 1½-litre Vauxhall Victor saloon is now in production at Luton. . . . From April 1 L-drivers who have held more than seven six-monthly provisional licences without taking the test may be refused further licences. . . .

GOOD LIVING

By Ganymede

The International Hotel and Catering Exhibition which was held at Olympia recently, gave a most impressive picture of the great progress that is being made in that industry. Labour-saving hygienic equipment for the kitchen, linen, tableware, furniture for eating and sleeping, in fact every department of hotel-keeping was represented, and the overall theme of the exhibition was modernisation for the greater comfort and satisfaction of the guest.

When it came to the raw material of the kitchen, the exhibits of food, and food preparations, it was a little more difficult for the visitor to the show to rejoice, especially if he was any kind of gourmet. We must grudgingly accept short cuts in catering kitchens these days, but it was sad to contemplate many of them. Ready-made soups, cake-mixtures, and other ingredients, which we would like to think are prepared fresh by the chef, were offered in ever increasing volume, and what was worse, flavour and quality were hardly mentioned (unless they were meant to be taken for granted), but the emphasis was invariably on the cheapness.

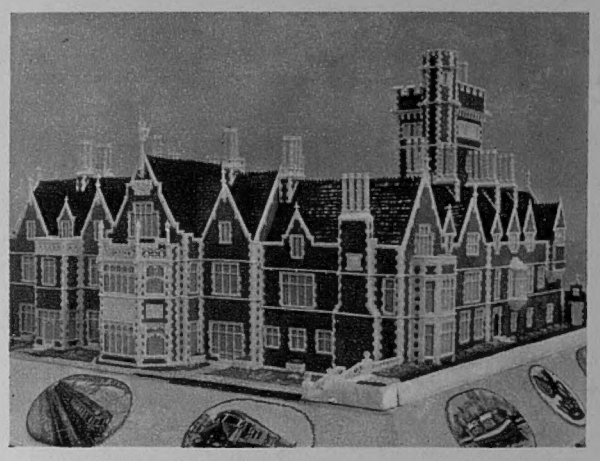
Looking at it from the client's point of view, one cannot help deploring this. Why can't these caterers make their own soup? Surely it is not difficult for the "plainest" of cooks. The cost need not be high, although perhaps a halfpenny more per portion. The same must apply to all the other bulk preparations, which include suet pudding mixes, batter mixes, imitation custards, and so on. Nearly everything is available, ready prepared, and if we include the range of canned and frozen meals, and parts of meals, it is easy to foresee a time when cooking, as a skilled job will become redundant. Anybody will be able to add the required amount of water, bring to the boil, bake, or heat, and if simple instructions are available, cooking "by numbers" will be all that is needed. A very gloomy prospect indeed.

While the commercial part of the exhibition seemed to be angled at undermining the position of the skilled cook in this unfortunate way, the other regular part of the show, the Salon Culinaire has the aim of promoting the art. This competition offers encouragement to chefs and cooks everywhere. There were twenty-nine different classes in which competitors were asked to exhibit various dishes, and, much more to the point, another nine classes in which they had actually to prepare certain dishes in front of the jury in a limited space of time. This was the real thing. Practical cooking competitions are worth ten times the value of mere exhibiting of dishes prepared in advance. I understand, that the results of this practical competition, if not eaten *in toto* (that would be asking too much), were at least tasted by the judges, whereas with the other kind of exhibits one always has a lurking suspicion that they are judged on appearance alone.

The terms and conditions of most events of this kind tend to encourage appearance before other culinary virtues. This results in the freak exhibits, many of them seen in this exhibition too, when a certain food is dressed up beautifully, and with tremendous effort disguised to look like something else. I looked at the entries in the "decorated ham" class for example, and could not see any merit in the ham covered in a crinoline of glaze, or another entry which had an amusing political cartoon as a decoration. Very cleverly done, but is it supposed to stimulate the appetite, or give aesthetic pleasure, or what?

There was even more cleverness evident in the classes for works in chocolate, sugar, and marzipan. I saw a chocolate model of the Houses of Parliament, and in an effort to be contemporary, I suppose, one competitor made an exquisite representation of an R.A.F. Guided Missile Base in icing sugar. There seems to be a confusion of ideas somewhere.

Perhaps there was more sense in a way in another effort in royal icing and chocolate, exhibited *hors 'concours* on the *table d'honneur*. The 4 ft. to 1 in. scale model of Windsor New Lodge, the home of the School of Transport was shown by the school's Catering Training Wing, as a piece of propaganda, thus serving a purpose.



The confectionery scale model of New Lodge, Windsor

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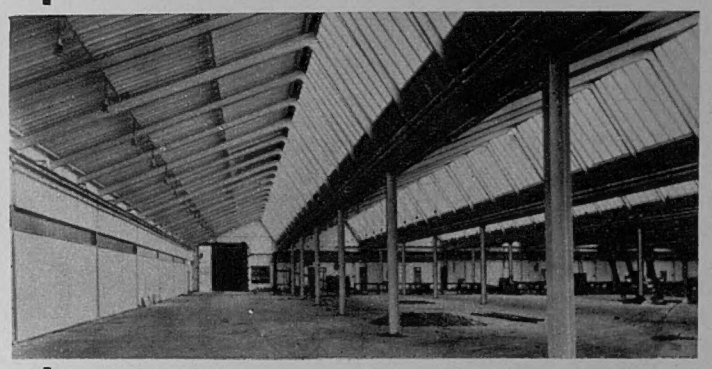
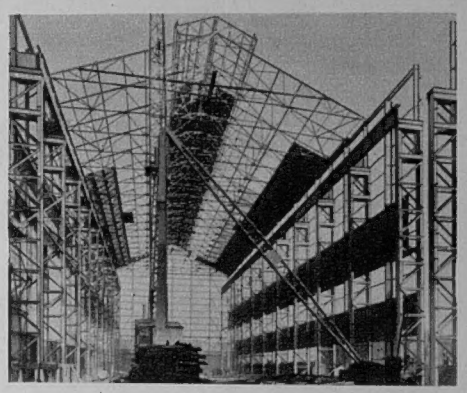


Interior view of Factory for Messrs. Brook Motors Ltd.



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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

THE HOME FIRESIDE is often best in winter. Yet there are spells when the skies are bright, the air is crisp and housekeeping palls. That 's the time to take to the road, without too much set plan, and enjoy a break from routine.

The success of such a whim is inevitably bound up with the choice of an hotel or hotels. Above all else they must be warm, not only in the public rooms but in corridors and bedrooms. (I know nothing worse on a cold winter's night than being shown into an icy bedroom, groping on all fours fumbling for the meter, and then to find one has inserted sixpence in a shilling slot.)

The time is coming when meters will be abolished and every hotel bedroom is either centrally heated and has, in addition, a convector radiator for use on chilly nights whatever the time of year.

Recently my wife and I set off on one such expedition. We went first to see a relative at the *Berkeley Hotel*, Worthing (now one of the North Hotels Group). We found him comfortably ensconced in a cosy, centrally-heated bedroom overlooking the sea. The whole hotel was evenly warmed without being stuffy; the lounges were attractively furnished and well lit, and the 7s. 6d. table d'hôte lunch was excellent value.

As the sun set we arrived at our destination for the night—*The Dudley Hotel*, Hove. We had picked out this first-class hotel because it has, throughout the twenty-five years we have known it, been in the hands of the Kung family and has never wavered in its excellence.

Our bedroom, No. 48, was a model of all that the winter traveller could wish for; self-controlled heating, supremely comfortable beds, built-in furniture, coat-hangers galore, good lighting and, attached, a private three-suite bathroom. When the next morning we used the bedside telephone to ask for Room Service and Continental breakfast, it arrived within five minutes. *The Dudley* is one of those all too few hotels which it would be difficult to fault.

Leisurely, we motored on to London the next day. The sunshine had given way to grey skies, showers and dampness, but we were confident about finding warmth and a welcome at *Queensberry Court Hotel*, Queensberry Place, just off the Cromwell Road. A small hotel, it makes an admirable choice for those who do not mind not being in the heart of the West End or do not wish to pay top prices. It is always a debatable point whether to dine before, or have supper after, the theatre. Our technique is to pick out a restaurant as close to the theatre as possible, thus eradicating those anxious moments wondering whether one will get to one's destination before the curtain goes up.

Anyone going to see *The Affair* at the Strand Theatre—quite one of the best-acted plays we had seen for years—would be well advised to book a table for a theatre dinner or supper at the *Waldorf Grill* (part of the *Waldorf Hotel*), next door to the theatre. Dinner starts at 6 p.m., allowing plenty of time for cocktails in the corridor lounge overlooking the Grill. Uncrowded, we dined in comfort and, by leaving our coats in the hotel cloak-room, we craftily dodged the inevitable theatre scramble, returned to the hotel for a nightcap and later got a taxi back to South Kensington with the greatest of ease.

The ideal, of course, for anyone with tickets for the Strand or any of the nearby theatres, would be to stay at the *Waldorf*. It is comfortable and modernly appointed in the first grade and we have been impressed with the courtesy and efficiency of the staff.

Bournemouth is ever a good choice for a winter break and those hotels which study warmth of welcome and surroundings need never complain of lack of support. Travelling on there from London, it provided a fitting finale to our short winter-break. This time we elected to stay at a very up-and-coming-hotel—*Heathlands*—on the East Cliff side of the town but sheltered from the full force of winter gales.

I referred earlier to the comfort and warmth of our bedroom at *The Dudley*, Hove. Our room at *Heathlands* (No. 106) was just as good. One of a battery of redesigned rooms, it was on the ground floor (no steps at all), faced on to the hotel lawn, had a modernly appointed *en suite* bathroom, created not by taking a slice out of the original room but by sacrificing an adjoining single. Steadily each year the *Heathlands'* directorate have been ploughing back profits with the avowed objective of cementing its good name for value.

This latter reputation has been built up over the years from four angles. (1) The best possible conditions for the kitchen brigade. The result—a chef who is happy in his surroundings, a contented staff and the best of fare. (2) Sufficient public rooms and lounges to serve all tastes without overcrowding. (3) An admirable system of even heating throughout, and (4) the steady conversion of all bedrooms to meet the needs of the present age.

The home fireside may still be best, but for husbands whose wives need a break from the kitchen sink, note *Heathlands'* telephone number 23336.

Flushed with the experience of our pleasant break from routine, I am not forgetful that there are in Bournemouth many other good hotels of varying grades and sizes. There we and our readers would be equally at home subject to one's mood and inclination.

Maybe that being mobile with a car you may be interested in a first-class country-house hotel outside, so-to-speak, the municipal gates of Bournemouth, Christchurch or Poole. Then the answer is surely *The Dormy House Hotel*, Ferndown, where Mr. and Mrs. Dudley Beck, the present owners, have provided the distinctive features of indulgent comfort, high standards of kitchencraft and cellar knowledge, and a building dedicated to the exclusion of winter draughts.

Christmas 1961 is behind us. Already the days are becoming lighter and our spirits brighter.

Try a break from daily routine wherever you may normally dwell. Maybe I can offer some suggestions to where you may go. Only a pillar-box separates you from me—though please send stamped addressed envelope for my reply.

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